



# Metropolitan Transportation Commission

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Agenda

### Policy Advisory Council

*Randi Kinman, Chair*  
*Pamela Campos, Vice Chair*

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Friday, December 15, 2023

10:00 AM

Board Room - 1st Floor

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This meeting shall consist of a simultaneous teleconference call at the following location(s):

Kaleidoscope Coffee, 109 Park Place, Richmond, CA 94801  
NVRTA, JoAnn Busenbark Boardroom, 625 Burnell St., Napa, CA 94559

Meeting attendees may opt to attend in person for public comment and observation at 375 Beale Street, Board Room (1st Floor). In-person attendees must adhere to posted public health protocols while in the building. The meeting webcast will be available at <https://mtc.ca.gov/whats-happening/meetings/live-webcasts>. Members of the public are encouraged to participate remotely via Zoom at the following link or phone number.

Members of the public participating by Zoom wishing to speak should use the “raise hand” feature or dial \*9. When called upon, unmute yourself or dial \*6. In order to get the full Zoom experience, please make sure your application is up to date.

Attendee Link: <https://bayareametro.zoom.us/j/83479150811>

iPhone One-Tap: US: +13462487799,,83479150811#

Join by Telephone (for higher quality, dial a number based on your current location) US:  
888 788 0099 (Toll Free) or 877 853 5247 (Toll Free)

Webinar ID: 834 7915 0811

International numbers available: <https://bayareametro.zoom.us/j/83479150811>

Detailed instructions on participating via Zoom are available at:

<https://mtc.ca.gov/how-provide-public-comment-board-meeting-zoom>

Members of the public may participate by phone or Zoom or may submit comments by email at [info@bayareametro.gov](mailto:info@bayareametro.gov) by 5:00 p.m. the day before the scheduled meeting date. Please include the committee or board meeting name and agenda item number in the subject line. Due to the current circumstances there may be limited opportunity to address comments during the meeting. All comments received will be submitted into the record.

The Policy Advisory Council advises the Metropolitan Transportation Commission on transportation policies in the San Francisco Bay Area, incorporating diverse perspectives relating to the environment, the economy, and social equity.

## Roster

Carline Au, Michael Baldini, Diana Benitez, Gabriel Borden, Pamela Campos (Vice Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf, Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson, Wendi Kallins, Randi Kinman (Chair), Charley Lavery, Adina Levin, Carina Lieu, Zelly Lodin, Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff), Terry Scott, Howard Wong, and Roland Wong

### 1. Call Meeting to Order / Roll Call / Confirm Quorum

*Quorum: A quorum of this council shall be a majority of its regular voting members (14).*

### 2. Compensation Announcement – Clerk of the Council

### 3. Welcome and Chair's Report - Randi Kinman, Council Chair

- 3a. [23-1403](#) Chair's Report  
(5 minutes)  
**Action:** Information  
**Presenter:** Randi Kinman, Council Chair

### 4. Approval

- 4a. [23-1404](#) Approval of the October 27, 2023 Meeting Minutes  
(5 minutes)  
**Action:** Approval  
**Presenter:** Randi Kinman, Council Chair  
**Attachments:** [4a\\_23-1404\\_2023-10-27\\_Policy\\_Advisory\\_Council\\_Draft\\_Minutes.pdf](#)

### 5. Public Comments / Other Business

*Members of the public participating by Zoom wishing to speak should use the "raise hand" feature or dial \*9. When called upon, unmute yourself or dial \*6.*

- 5a. [24-0001](#) General Public Comments Received  
**Action:** Information  
**Attachments:** [5a\\_General\\_Public\\_Comment\\_MTC\\_Council.pdf](#)

## 6. Information

- 6a.**     [23-1463](#)     Plan Bay Area 2050+ Draft Blueprint Update  
(60 minutes)
- Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.
- Action:**           Information
- Presenter:**       Chirag Rabari
- Attachments:**     [6ai\\_PBA50+ Summary Sheet Draft Blueprint Update.pdf](#)  
[6aii\\_PBA50+ Attachment A Draft Blueprint Strategy Refinements.pdf](#)  
[6aiii\\_PBA50+ Attachment B Draft Blueprint Growth Geographies.pdf](#)
- 6b.**     [23-1426](#)     Nominations for 2024-2025 Policy Advisory Council Chair and Vice Chair  
(5 minutes)
- Nominations for the 2024-2025 Chair and Vice Chair of the Policy Advisory Council will be opened at the meeting on December 15, 2023. The nomination period will remain open until the election, scheduled for the meeting on January 26, 2024.
- Action:**           Information
- Presenter:**       Ky-Nam Miller, Staff Liaison
- Attachments:**     [6b\\_23-1426 Nominations for 2024-2025 Council Officers.pdf](#)
- 6c.**     [23-1405](#)     Staff Liaison Report  
(3 minutes)
- Overview of recent MTC policy decisions and other activities.
- Action:**           Information
- Presenter:**       Ky-Nam Miller, Staff Liaison
- Attachments:**     [6c\\_23-1405 Summary Sheet December 2023 Staff Liaison Report.pdf](#)

- 6d. [24-0096](#) Report Out  
(10 minutes)
- Further comments from November 17, 2023 items.
- Action:** Discussion
- Presenter:** Kÿ-Nam Miller, Staff Liaison
- Attachments:** [6di 24-0096 Summary Sheet Report Out Nov Email.pdf](#)  
[6dii 24-0096 Nov Emailed MTC Council Materials Combined.pdf](#)  
[6diii 24-0096 Nov Emailed MTC Council E&A Subcommittee Materials Co](#)  
[6div 24-0096 1 Comments Received Diana Benitez Nov Emailed Materials](#)  
[6div 24-0096 2 Comments Received Gabriel Borden Nov Emailed Materia](#)
- 6e. [23-1406](#) Subcommittee Reports  
(10 minutes)
- Action:** Information
- Presenter:** Christine Fitzgerald, Policy Advisory Council Equity & Access  
Subcommittee Chair and  
TBD, Regional Network Management Committee Customer Advisory  
Group
- 6f. [23-1407](#) Council Member Reports  
(5 minutes)
- Members of the Council may report on locally relevant issues or events.
- Action:** Information
- Presenter:** Randi Kinman, Council Chair
- 6g. [23-1408](#) New Business  
(5 minutes)
- Members of the Council may bring up new business for discussion or  
addition to a future agenda.
- Action:** Discussion
- Presenter:** Randi Kinman, Council Chair

## 7. Adjournment / Next Meeting

**The next meeting of the Policy Advisory Council will be held on Friday, January 26, 2024 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.**

**Public Comment:** The public is encouraged to comment on agenda items at Committee meetings by completing a request-to-speak card (available from staff) and passing it to the Committee secretary. Public comment may be limited by any of the procedures set forth in Section 3.09 of MTC's Procedures Manual (Resolution No. 1058, Revised) if, in the chair's judgment, it is necessary to maintain the orderly flow of business.

**Meeting Conduct:** If this meeting is willfully interrupted or disrupted by one or more persons rendering orderly conduct of the meeting unfeasible, the Chair may order the removal of individuals who are willfully disrupting the meeting. Such individuals may be arrested. If order cannot be restored by such removal, the members of the Committee may direct that the meeting room be cleared (except for representatives of the press or other news media not participating in the disturbance), and the session may continue.

**Record of Meeting:** Committee meetings are recorded. Copies of recordings are available at a nominal charge, or recordings may be listened to at MTC offices by appointment. Audiocasts are maintained on MTC's Web site ([mtc.ca.gov](http://mtc.ca.gov)) for public review for at least one year.

**Accessibility and Title VI:** MTC provides services/accommodations upon request to persons with disabilities and individuals who are limited-English proficient who wish to address Commission matters. For accommodations or translations assistance, please call 415.778.6757 or 415.778.6769 for TDD/TTY. We require three working days' notice to accommodate your request.

**可及性和法令第六章:** MTC 根據要求向希望來委員會討論有關事宜的殘疾人士及英語有限者提供服務/方便。需要便利設施或翻譯協助者，請致電 415.778.6757 或 415.778.6769 TDD / TTY。我們要求您在三個工作日前告知，以滿足您的要求。

**Acceso y el Titulo VI:** La MTC puede proveer asistencia/facilitar la comunicación a las personas discapacitadas y los individuos con conocimiento limitado del inglés quienes quieran dirigirse a la Comisión. Para solicitar asistencia, por favor llame al número 415.778.6757 o al 415.778.6769 para TDD/TTY. Requerimos que solicite asistencia con tres días hábiles de anticipación para poderle proveer asistencia.

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Attachments are sent to Committee members, key staff and others as appropriate. Copies will be available at the meeting.

All items on the agenda are subject to action and/or change by the Committee. Actions recommended by staff are subject to change by the Committee.

MTC's Chair and Vice-Chair are ex-officio voting members of all standing Committees.



# Metropolitan Transportation Commission

Agenda Item 4a

Bay Area Metro Center  
375 Beale Street  
San Francisco, CA 94105

## Meeting Minutes - Draft

### Policy Advisory Council

*Randi Kinman, Chair*  
*Pamela Campos, Vice Chair*

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Friday, October 27, 2023

10:00 AM

Board Room - 1st Floor

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#### Roster

**Carline Au, Michael Baldini, Diana Benitez, Gabriel Borden, Pamela Campos (Vice Chair), Zack Deutsch-Gross, Anne Olivia Eldred, Ilaf Esuf, Christine (Chris) Fitzgerald, Gerry Glaser, William Goodwin, Dwayne Hankerson, Wendi Kallins, Randi Kinman (Chair), Charley Lavery, Adina Levin, Carina Lieu, Zelly Lodin, Gabriela Orantes, Johnny Parker, Phillip Pierce, Vinay Pimple, Jeffrey Rhoads (Jeff), Terry Scott, Howard Wong, and Roland Wong**

#### 1. Call Meeting to Order / Roll Call / Confirm Quorum

- Present:** 19 - Council Member Eldred, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Glaser, Council Member Wong, Vice Chair Campos, Council Member Pierce, Council Member Pimple, Council Member Deutsch-Gross, Council Member Goodwin, Council Member Scott, Council Member Parker, Council Member Lodin, Council Member Lavery, Council Member Wong, Council Member Borden, Council Member Benitez and Council Member Au
- Excused:** 6 - Council Member Baldini, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Esuf and Council Member Rhoads
- Absent:** 1 - Council Member Lieu

#### 2. Welcome and Chair's Report - Randi Kinman, Council Chair

- 2a. [23-1206](#) Chair's Report  
(5 minutes)

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

Veda Florez resigned on October 4, 2023.

The MTC Commission approved the appointments of Carline Au, Diana Benitez, Gabriel Borden, Jeffrey Rhoads, and Roland Wong to the Council at its September 27, 2023 meeting.

Charles Lavery was appointed to the to the Regional Network Management Customer Advisory Group.

Chair Kinman removed herself from the Policy Advisory Council Equity and Access subcommittee and appointed Roland Wong.

### 3. Approval

- 3a. [23-1207](#) Approval of the September 22, 2023 Meeting Minutes  
(5 minutes)

**Action:** Approval

**Presenter:** Randi Kinman, Council Chair

**Attachments:** [3a\\_23-1207\\_2023-10-27\\_Policy\\_Advisory\\_Council\\_Draft\\_Minutes.pdf](#)

**Upon the motion by Council Member Eldred and second by Council Member Scott, the September 22, 2023 Meeting Minutes were approved. The motion carried by the following vote:**

- Aye:** 16 - Council Member Eldred, Council Member Kallins, Chair Kinman, Council Member Levin, Council Member Wong, Vice Chair Campos, Council Member Pierce, Council Member Deutsch-Gross, Council Member Goodwin, Council Member Scott, Council Member Parker, Council Member Lodin, Council Member Lavery, Council Member Wong, Council Member Borden and Council Member Benitez
- Absent:** 8 - Council Member Baldini, Council Member Lieu, Council Member Fitzgerald, Council Member Hankerson, Council Member Orantes, Council Member Glaser, Council Member Esuf and Council Member Rhoads
- Abstain:** 2 - Council Member Pimple and Council Member Au

Council Members Glaser arrived after the approval of the September 22, 2023 Meeting Minutes.

### 4. Public Comments / Other Business

## 5. Information

- 5a. [23-1137](#) Plan Bay Area 2050+: Round 1 Engagement Findings, Draft Core Planning Assumptions, and Draft Blueprint Strategy Refinements (60 minutes)

Update on the Plan Bay Area 2050+ Draft Blueprint development, including core planning assumptions and potential strategy refinements, informed by feedback from Round 1 engagement activities.

**Action:** Information

**Presenter:** Chirag Rabari, Yuqi Wang, and Leslie Lara-Enríquez

**Attachments:** [5ai 23-1137 Cover Summary Sheet PBA 2050= Draft Core PLNG Assump Draft Blueprint Strat Refine and Round 1 Public Engagement Findings.pdf](#)  
[5ai 23-1137 PLNG 8ai PBA50+ Summary Sheet Draft Blueprint Update.pdf](#)  
[5aii 23-1137 PLNG 8aii PBA50+ Attachment A Draft Blueprint Update.pdf](#)  
[5aiii 23-1137 PLNG 8aiii PBA50+ Attachment B Draft Blueprint Round 1 Engagement.pdf](#)  
[5aiv 23-1137 PLNG 8aviii PBA50+ Attachment G Draft Blueprint Strategy Refinements.pdf](#)

Christine (Chris) Fitzgerald spoke on this item.

- 5b. [23-1222](#) Draft 2024 MTC and ABAG Joint Advocacy Program (30 minutes)

Draft 2024 Joint Advocacy Program for MTC and ABAG, expressing the agencies' state and federal legislative priorities.

**Action:** Information

**Presenter:** Georgia Gann Dohrmann

**Attachments:** [5b 23-1222 Cover Summary Sheet Draft 2024 MTC and ABAG Joint Advocacy Program.pdf](#)  
[5bi 23-1222 Handout-Draft 2024 MTC and ABAG Joint Advocacy Program.pdf](#)

Christine (Chris) Fitzgerald spoke on this item.



- 5c. [23-1208](#) Staff Liaison Report  
(3 minutes)

Overview of recent MTC policy decisions and other activities.

**Action:** Information

**Presenter:** Ky-Nam Miller, Staff Liaison

**Attachments:** [5c\\_23-1208\\_Summary\\_Sheet\\_October\\_2023\\_Staff\\_Liaison\\_Report.pdf](#)

- 5d. [23-1209](#) Subcommittee Reports  
(10 minutes)

**Action:** Information

**Presenter:** Christine Fitzgerald, Policy Advisory Council Equity & Access  
Subcommittee Chair and  
Ky-Nam Miller, Policy Advisory Council Staff Liaison

- 5e. [23-1211](#) Council Member Reports  
(5 minutes)

Members of the Council may report on locally relevant issues or events.

**Action:** Information

**Presenter:** Randi Kinman, Council Chair

- 5f. [23-1212](#) New Business  
(5 minutes)

Members of the Council may bring up new business for discussion or addition to a future agenda.

**Action:** Discussion

**Presenter:** Randi Kinman, Council Chair

## 6. Adjournment / Next Meeting

The next meeting of the Policy Advisory Council will be held on Friday, November 17, 2023 at 10:00 a.m. at the Bay Area Metro Center, 375 Beale Street, San Francisco, CA. Any changes to the schedule will be duly noticed to the public.

**From:** [Brienne W](#)  
**To:** [MTC-ABAG Info](#)  
**Subject:** Policy Advisory Council - Friday, December 15, 2023 -  
**Date:** Sunday, November 12, 2023 3:03:42 PM

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\*External Email\*

Greetings Policy Advirsory Council,

What is the point of All-lane Freeway Tolling? Is that the best solution for the state of California that you all could come up with? How is this a solution to trying to free up congestion? You do understand that people still need to travel, get to work, and live socially, correct? And that they will. You are siphoning money out of people's pockets and then complain about the homelessness.

Consumers are not the main reason for climate change and we all know this. There is more to the problem than just consumers, figure it out. Please do better and serve the people too, not just yourselves.

If you are going to try to free up congestion, you have to provide a equivalent alternative, maybe a much developed and accessible public transportation. This is a bandaid on a wound that needs stitches. You can't tax everyone and expect them to stay home to get them off the roads, unless driving them out of CA is the long-term goal.

**Metropolitan Transportation Commission  
Policy Advisory Council**

**December 15, 2023**

**Agenda Item 6a**

**Plan Bay Area 2050+ Draft Blueprint Update**

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**Subject:**

Update on the Plan Bay Area 2050+ Draft Blueprint, including strategies and growth geographies, as well as next steps for the long-range regional plan in 2024.

**Background:**

In July 2023, MTC/ABAG kicked off Plan Bay Area 2050+, a limited and focused update to the regional vision for transportation, housing, economic development, and environmental resilience. In October and November 2023, staff shared progress on the plan with relevant advisory bodies and policy committees, including the MTC Policy Advisory Council, the Joint MTC Planning Committee with the ABAG Administrative Committee, and the ABAG Executive Board. The update included findings from the first round of Plan Bay Area 2050+ public and partner/stakeholder engagement; core planning assumptions including fundamental external forces, the draft Regional Growth Forecast, and needs and revenue analyses; and proposed strategy refinements for the Plan Bay Area 2050+ Draft Blueprint. This Summary Sheet details staff responses to key feedback from policymakers and the Policy Advisory Council and revised Draft Blueprint strategies and growth geographies tentatively scheduled for adoption by the Joint MTC Planning Committee with the ABAG Administrative Committee in January 2024 for further study and analysis.

**Staff Responses to Policymaker and Policy Advisory Council Feedback:**

Several key themes emerged from policymaker and advisory body discussions regarding the Plan Bay Area 2050+ Draft Blueprint. Primary areas of feedback, as well as staff responses, are summarized in the table below.

**Feedback by Topic**

<b>Topic #1</b>	Revenue Shortfalls and Tax Fatigue
<b>Summary</b>	There were several comments regarding the scale of projected revenue shortfalls, including that the public may not be receptive to new revenue sources to address funding gaps.
<b>Staff Response</b>	Staff acknowledge that the current financial picture is challenging. It is important to remember, however, that Plan Bay Area is a long-range planning document and not a near-term financial programming document. Additional updates to the plan’s needs and revenue analyses will be considered in 2024 if the policy landscape shifts further.
<b>Topic #2</b>	Rising Affordable Housing Construction Costs
<b>Summary</b>	There was strong interest in addressing rising affordable housing construction costs to address the gap between projected financial needs and revenues.
<b>Staff Response</b>	Staff agree this is an important topic for further study and action. The Draft Blueprint contains several proposed revisions to the plan’s housing strategies to integrate innovative construction and financing models that could help reduce housing development costs. Staff also recommend this topic be flagged as an early priority for the plan’s implementation phase.

<b>Topic #3</b>	Sea Level Rise and Resilience Projects
<b>Summary</b>	Concerns were expressed about the imminent risk of sea level rise; as such, it will be necessary to plan for and advance projects that will support a resilient region in a fiscally responsible manner.
<b>Staff Response</b>	Staff are proposing to categorize sea level rise projects by their projected inundation levels in 2035 and 2050 to inform nearer term funding needs.
<b>Topic #4</b>	Roadway Pricing
<b>Summary</b>	Several concerns were raised about roadway pricing, specifically regarding equity implications for lower-income individuals and those for whom roadway tolls and other pricing mechanisms are likely to have disproportionate impacts.
<b>Staff Response</b>	The examination of equity considerations is a key focus of the Next Generation Bay Area Freeways Study (which will be embarking on a second round of analysis in winter 2024) and will inform the Plan Bay Area 2050+ Final Blueprint. In addition, the plan will include a comprehensive equity analysis that will evaluate the impact of the full, integrated suite of plan strategies on areas such as affordability and mobility. Staff recommend moving forward with an expanded pricing strategy in the Plan Bay Area 2050+ Draft Blueprint to better position the region to address an anticipated gap in meeting the plan's statutorily required GHG emissions reduction target.

<b>Topic #5</b>	Potential Barriers to Public Participation
<b>Summary</b>	Concerns were raised regarding potential barriers to public participation as part of the first round of Plan Bay Area 2050+ engagement. Specifically, of the 15 pop-up workshops that were held across all nine counties from late July to early September 2023, two events (the Sonoma County Fair and the Silicon Valley Pride Festival) had entrance fees – which could have prevented individuals not able or inclined to pay from providing input.
<b>Staff Response</b>	Although multiple avenues for input on the plan were available and widely promoted beyond the pop-ups, staff acknowledge that entrance fees for events can be a barrier to public participation. Moving forward, all future Plan Bay Area community workshops will be held at free events.

**Plan Bay Area 2050+ Draft Blueprint Strategy Refinements:**

Staff previously shared proposed Draft Blueprint strategy refinements in October and November, detailing which of Plan Bay Area 2050’s 35 strategies were likely to see major, minor, or no changes in Plan Bay Area 2050+. These refinements reflected Plan Bay Area 2050 implementation progress and the post-pandemic planning context, along with insights gathered during round 1 engagement. Staff recommend moving forward with these revisions for further study and analysis, including:

- Non-transit transportation strategy refinements focused on expanding pricing strategies, prioritizing equity considerations, adapting to tighter fiscal constraints, and promoting active transportation and safety;
- Environment strategy refinements focused on further reducing greenhouse gas emissions and proactively adapting to climate change; and
- Housing and economy strategy refinements focused on addressing pressing challenges of housing affordability, the rising cost of living, and homelessness.

Staff are also proposing targeted updates to the growth geographies that were adopted as part of Plan Bay Area 2050. Growth geographies are places that Plan Bay Area prioritizes for future homes, jobs, services and amenities and serve as a component of the plan's housing and economy elements. Specifically, proposed growth geographies for Plan Bay Area 2050+ will include 5 new PDAs and 16 modified existing PDAs nominated by local Bay Area jurisdictions, reflect updated data regarding existing and planned transit service, and integrate areas subject to MTC's revised Transit Oriented Communities (TOC) Policy.

Attachment A contains further details on the Draft Blueprint strategy refinements, including revisions to the previously adopted Plan Bay Area 2050 strategies. Attachment B contains a map of the revised Plan Bay Area 2050+ Draft Blueprint growth geographies.

**Continued Challenges in Meeting Statutory Climate Targets:**

As a reminder, per requirements set out in Senate Bill (SB) 375 (Steinberg, Statutes of 2008), Plan Bay Area 2050+ must reduce per-capita GHG emissions from light-duty vehicles by 19 percent from 2005 levels by the year 2035, subject to California Air Resources Board (CARB) approval. Preliminary investigation suggests that Plan Bay Area 2050 strategies with updated assumptions will fall short of meeting the 19% target, driven by various changes in the broader planning context over the last several years, including lower population growth and declining transit usage.

This initial GHG "gap" for Plan Bay Area 2050+ is very likely to worsen as analysis proceeds in spring 2024, most notably because there are fewer financial resources to invest in improving and expanding the transportation system compared to Plan Bay Area 2050. The measured strategy revisions that staff are recommending for the Draft Blueprint reflect a first suite of modifications to work toward climate goals in a balanced manner, including concentrating housing and jobs in transit-rich locations, encouraging transit, active modes, and work-from-home; discouraging single-occupancy vehicle driving via pricing strategies; lowering speed limits; and supporting clean vehicle investments and incentives, among other areas.

**Next Steps:**

Staff will seek approval of Plan Bay Area 2050+ Draft Blueprint strategies and growth geographies at the January 2024 meeting of the Joint MTC Planning Committee with the ABAG Administrative Committee. Pending approval, staff will pivot to studying the equity and performance outcomes of the Draft Blueprint. Round 2 engagement activities to further inform the development of the Final Blueprint are expected to commence in spring 2024, with MTC and ABAG Executive Board approval of Final Blueprint strategies anticipated in summer 2024.

**Issues:**

None identified.

**Recommendation:**

Information.

**Attachments:**

- Attachment A: Plan Bay Area 2050+ Draft Blueprint Strategy Refinements
- Attachment B: Plan Bay Area 2050+ Draft Blueprint Growth Geographies





# Plan Bay Area 2050+ Draft Blueprint Strategy Refinements

## Attachment B

### Plan Bay Area 2050+ Transportation Element

Please note that the Draft Blueprint will include only a handful of modified transportation strategies, pending the development of a fiscally constrained transportation project list and the outcome of the parallel Transit 2050+ effort. The complete suite of revised transportation strategies will be integrated as part of the Plan Bay Area 2050+ Final Blueprint in summer 2024. For more information, please see page 12 of this document.

Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
T1	Operate and Maintain the Existing System	<u>Slightly Modified:</u> Strategy to refocus on operating and maintaining the existing system, given fiscal constraints; transition to zero-emission vehicles has been incorporated into strategy scope.	Provide a strong baseline upon which new transportation strategies in the Final Blueprint can build. This includes ensuring that the region’s road and transit assets are kept in a condition that is similar to what we have in the Bay Area today.	Commit to operate and maintain the Bay Area’s roads and transit infrastructure while transitioning to zero-emission transit vehicles.	Set aside the funding required to maintain existing conditions for freeways, bridges, local streets, and transit assets and to operate the same number of transit service hours that were in operation as of 2023. Funding includes investments to support the transition to zero-emission transit vehicles. This strategy would include investments that make transit stations and vehicles safer, cleaner, and more accessible – with investments targeted at meeting the needs of transit-dependent or limited mobility passengers.	\$382B
T5	Implement Pricing Strategies to Manage Demand	<u>Significant Changes:</u> This strategy previously focused on per-mile all-lane freeway tolling. A refined approach will weave together other user-based pricing strategies and include expanded equity considerations. A regional mileage-based user fee to reduce vehicle miles traveled will also be incorporated.	Reduce traffic congestion and greenhouse gas emissions by de-incentivizing auto use, particularly during periods of peak demand and by single- or zero-occupant vehicles, while simultaneously generating revenue to fund improvements to transportation services.	Implement a series of usage-based pricing strategies to ease traffic, reduce vehicle mileage, and support climate goals; reinvest fees and charges towards corridor and transit improvements.	Implement a series of pricing strategies to alleviate traffic, reduce vehicle mileage, and contribute to California’s climate goals. Based on the <i>Next Generation Bay Area Freeway Study</i> , apply a per-mile charge on freeway corridors with existing or planned frequent transit. Congestion levels, by time-of-day and direction of travel, would inform toll rates ranging from 0-30c/mile. Discounts would be applicable for carpools and very low-income travelers. Increase parking fees in areas targeted for housing and job growth, with parking costs to range between 25-50c/hour. Lastly, implement a regional mileage-based user fee of 1c/mile. Revenues generated would supplement traditional transportation revenues and support alternative transportation modes.	\$1B



Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
T8	Build a Complete Streets Network	<u>Slightly Modified:</u> Proposed refinements include emphasis on building out the Regional Active Transportation Network and ensuring the facilities are suitable for all ages and abilities.	Encourage more biking, walking, and rolling for all trip purposes.	Enhance streets, paths, and trails to promote walking, biking, and rolling through sidewalk improvements, car-free slow streets, and All Ages and Abilities Active Transportation Network.	Enhance streets, paths, and trails to promote walking, biking, and rolling by building out over 10,000 miles of All Ages and Abilities Complete Streets and paths, including the Active Transportation (AT) Network. In order to advance safety, equity, and mode shift goals, provide support to local jurisdictions to maintain and expand car-free slow streets, and support other amenities like improved lighting, safer intersections, and secure bike parking at transit stations.	\$9B
T9	Advance Regional Vision Zero Policy through Street Design and Reduced Speeds	<u>Slightly Modified:</u> Proposed refinements include emphasis on creating safe transportation facilities on the High Injury Network.	Reduce the number and severity of crashes on all roads, especially those within the High Injury Network, while capping freeway speeds at an optimal speed for reducing emissions.	Reduce speed limits to between 20 and 35 miles per hour on local streets, especially those within the High Injury Network, and to 55 miles per hour on freeways, relying on design elements on local streets and automated speed enforcement on freeways.	Reduce speed limits on arterials and local streets to between 20 and 35 miles per hour, and to 55 miles per hour on freeways, specifically targeting areas within the High Injury Network where the majority of severe and fatal crashes occur. Use design elements like speed bumps, lane narrowings, and intersection bulbouts on local streets, along with automated speed enforcement on freeways and local roads, to enforce these lower speeds. Prioritize enforcement near schools, community centers, senior housing, and parks, and especially along the High Injury Network. Engage with local communities to identify priority locations for enforcement, and reinvest revenues generated from violation fines into safety initiatives, including education and capital investments.	\$1B



## Plan Bay Area 2050+ Housing Element

Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
H1	Further Strengthen Renter Protections Beyond State Law	<u>Similar</u> : Maximum rent increase have been limited at 4% annually when inflation is higher than this figure.	Increase housing security for existing and future low and middle-income households while ensuring residential development remains feasible.	Building upon recent tenant protection laws, limit annual rent increases up to a maximum of 4%, while exempting units less than 10 years old and expanding tenant support services.	Building upon recent tenant protection laws, limit annual rent increases to the lower or the rate of inflation or 4%, while exempting units less than 10 years old, the timeframe developers and lenders analyze to determine project feasibility. Augment robust renter protection with expanded services such as tenant education, support and legal assistance, as well as strengthened enforcement of recently adopted and longstanding protections, including fair housing requirements.	\$2B
H2	Preserve Existing Affordable Housing	<u>Similar</u> : A wider range of financing and ownership models has been integrated into the strategy description.	Increase housing security and expand pathways to home ownership for low- and middle-income households.	Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing, including opportunities for resident ownership.	Acquire homes currently affordable to low- and middle-income residents for preservation as permanently deed-restricted affordable housing. Preserve all existing deed-restricted units that are at risk of conversion to market rate housing. Pursue tax incentives, targeted subsidies, favorable financing, and other strategies to transfer ownership of units without deed-restrictions (also known as “naturally occurring affordable housing”) to individual tenants, housing cooperatives, or public or non-profit housing organizations including community land trusts for preservation as permanently affordable housing. Expand the range of available financing and ownership models to increase feasibility and create pathways to long-term economic security for low- and middle-income households.	\$250B
H3	Allow a Greater Mix of Housing Densities and Types in Growth Geographies	<u>Slightly Modified</u> : Definition of Transit-Rich Areas has been expanded to include places subject to the Transit Oriented Communities Policy if not already included (e.g., as part of a PDA).	Enable increased production of a full range of housing types and tenures, prioritizing Growth Geographies in the adopted Blueprint with access to the region’s best public transit, schools, and community services.	Allow a variety of housing types at a range of densities to be built in Priority Development Areas, select High-Resource Areas, and select Transit-Rich Areas, including areas where the Transit-Oriented Communities Policy applies.	Allow a variety of housing types at a range of densities to be built in Blueprint Growth Geographies, including Priority Development Areas (PDAs) identified by local governments, select High Resource Areas (HRAs) with the region’s best schools and economic opportunities, and Transit Rich Areas (TRAs) with convenient access to frequent public transportation. This includes areas where the Transit-Oriented Communities policy applies and excludes areas with exposure to unmitigated natural hazards and areas outside of urban growth boundaries. Furthermore, reduce project review times and parking requirements, with 100% affordable projects permitted “by-right.” Specific densities and housing types are based upon regional and local context, including local zoning, type and frequency of transit service, existing land uses, and access to jobs and other opportunities.	<i>Not applicable</i>



Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
H4	Build Adequate Affordable Housing to Ensure Homes for All	<u>Similar</u> : Emphasis on innovative finance and construction approaches has been added.	Ensure low-income households, including the currently unhoused, have access to affordable, secure housing.	Construct enough deed-restricted affordable homes to fill the existing gap in housing for the unhoused community and to meet the needs of low-income households.	Build enough deed-restricted affordable homes necessary to fill the existing gap in homeless housing and to meet the needs of low-income households, including those currently living in overcrowded or unstable housing. Prioritize projects that advance racial equity and greenhouse gas reduction, including those in High Resource Areas, Transit Rich Areas, and communities facing displacement risk. Expand the range of available financing, construction technologies, and ownership models to reduce development costs, make the most of available public subsidies, and expand pathways to long-term economic security.	\$302B
H5	Integrate Affordable Housing into All Major Housing Projects	<u>No changes</u>	To create more inclusive communities, ensure new housing projects integrate households at a variety of income levels, while allowing residential development, including Accessory Dwelling Units, to remain financially feasible.	Require a baseline of 10% to 20% of new market-rate housing developments of five units or more to be affordable to low-income households.	Require a baseline of 10 percent to 20 percent of new market-rate housing developments of 5 units or more to be permanently deed-restricted affordable to low-income households, with the threshold determined by local real estate market strength, access to opportunity, public transit, and displacement risk. Smaller units, such as Accessory Dwelling Units (ADUs) and fourplexes, are exempted to increase feasibility.	<i>Not applicable</i>
H6	Transform Aging Malls and Office Parks into Neighborhoods	<u>Similar</u> : Locally identified Priority Sites on aging commercial sites have been integrated within the strategy scope.	Reinvent 20th century malls and office parks as complete communities with mixed-income housing, local and regional services, and public spaces.	Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing for residents at all income levels, including locally-designated Priority Sites.	Permit and promote the reuse of shopping malls and office parks with limited commercial viability as neighborhoods with housing at all income levels, local and regional services, and public spaces. Support projects on locally-designated Priority Sites within Transit-Rich and High Resource Areas that exceed deed-restricted affordable housing requirements by providing low-interest loans and targeted infrastructure investment. Advance regionally significant projects that add 500+ homes and dedicate land for affordable housing and public institutions such as community colleges and university extensions.	<i>Not applicable</i>



Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
H7	Provide Targeted Mortgage, Rental, and Small Business Assistance to Equity Priority Communities	<u>No changes</u>	Begin to redress the impact of race-based policies on communities of color by increasing housing security and opportunities to build intergenerational wealth through housing and entrepreneurship.	Provide assistance to low-income communities and communities of color to address the legacy of exclusion and predatory lending, while helping to grow locally owned businesses.	Provide mortgage and rental assistance in Equity Priority Communities, prioritizing longtime previous or existing residents of communities of color that have experienced disinvestment or displacement resulting from policies such as redlining, exclusionary zoning, predatory lending, and infrastructure siting. Provide targeted grants and low-interest loans to start up and expand locally-owned businesses.	\$11B
H8	Accelerate Reuse of Public and Community-Owned Land for Mixed-Income Housing and Essential Services	<u>Similar</u> : Locally identified Priority Sites on public lands have been integrated within the strategy scope.	Accelerate the reuse of surplus public land and land owned by non-profit institutions to meet community housing and service needs, expand small business opportunities, and create community gathering spaces.	Help public agencies, community land trusts and other non-profit landowners accelerate the development of mixed-income affordable housing, including on locally-designated Priority Sites.	Establish a regional network of land owned by public agencies, community land trusts, and other non-profit land owners and coordinate its reuse as deed-restricted mixed-income affordable housing, essential services, and public spaces. Provide low-interest loans and targeted infrastructure investments to spur development on locally-designated Priority Sites. Align with the Build Adequate Affordable Housing to Ensure Homes for All and Provide Targeted Mortgage, Rental, and Small Business Assistance strategies to match sites with funding, developers, and service providers, and to ensure projects benefit communities of color and other historically disinvested communities.	<i>Not applicable</i>



## Plan Bay Area 2050+ Economy Element

Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EC1	Implement a Statewide Guaranteed Income	<u>Similar</u> : Strategy title has been modified for greater consistency with local implementation efforts.	To enable upward economic mobility for low-income families by improving family stability & health and increasing consumer spending.	Provide an income-based monthly payment to all Bay Area households to improve family stability, promote economic mobility and increase consumer spending.	Provide an average payment of \$500 (in 2020\$) a month to all households in the Bay Area (payments vary based upon household size and composition), paired with tax increases for those outside the low-income tax bracket that offset any gains from this strategy. Although a small amount such as \$500 cannot make up for a lost job, it can and does help with everyday emergencies, reduce anxiety, improve family stability, health, and improve access to opportunity.	\$205B
EC2	Expand Job Training and Incubator Programs	<u>Similar</u> : The geographic focus of the strategy has been clarified by prioritizing places within, or accessible by frequent transit from, Equity Priority Communities.	To prepare workers for middle-wage job opportunities and to create new small businesses in communities with more limited employment opportunities today.	Fund assistance programs for establishing new businesses, as well as job training programs, in Equity Priority Communities and Transit-Rich Areas.	Fund co-located business incubation and job training centers to help residents establish a new business and access workspaces, mentorship, and financing. Support training for high-growth in demand occupations in disadvantaged communities, working with community colleges and other training partners. To reinforce the Plan's locational objectives, incubators would be located in select Equity Priority Communities, as well as Transit-Rich and Priority Production Areas easily accessible to Equity Priority Communities.	\$5B
EC3	Invest in High-Speed Internet in Underserved Low-Income Communities	<u>No Changes</u>	Enable greater participation in the digital economy and improve residents' ability to work-from-home and to expand children's access to educational resources.	Provide direct subsidies and construct public infrastructure to ensure all communities have affordable access to high-speed internet.	Connect low-income communities with high-speed internet to broaden opportunities through (1) direct subsidies for internet access to reduce costs for low-income households to \$0 per month and/or (2) invest in public infrastructure to create additional high-speed fiber connections. This strategy is designed to be complementary to the commute trip reduction strategy featured in the Environment Element, while recognizing that internet connectivity benefits enable working from home.	\$11B
EC4	Allow a Greater Mix of Land Uses and Densities in Growth Geographies	<u>Slightly Modified</u> : Strategy expanded to promote a full range of active land uses and integrate all areas subject to the Transit-Oriented Communities Policy.	To enable additional office, retail, civic, cultural, and other active land uses in locations with the best transit access in order to reduce greenhouse gas emissions, revitalize commercial districts, and spur transit recovery.	Allow a greater mix of commercial, civic, cultural, and other active land uses in select Priority Development Areas and Transit-Rich Areas to revitalize downtowns and main streets, and to support transit recovery.	Allow a wider range of densities and active land uses—including commercial, civic, and cultural activities—in select Priority Development Areas and Transit-Rich Areas—including areas where the Transit-Oriented Communities Policy applies—to encourage more jobs and activities to locate in downtowns and along main streets near public transit. Update development standards to stimulate the growth of new and emerging businesses in vacant office space and ground floor retail space, prioritizing small businesses owned by members of historically disadvantaged groups. This strategy supports focused growth near transit as well as climate, equity, and economy goals.	<i>Not applicable</i>





Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EC5	Provide Incentives to Employers to Locate in Transit- and Housing-Rich Areas	<u>Significant Changes:</u> Strategy expanded to prioritize transit-rich downtowns and main streets regionwide, with added incentives for essential services and industries that offer middle-wage jobs and rely on in-person work.	To encourage middle-wage jobs that involve in-person work in transit- and housing-rich locations.	Provide incentives to encourage employers that offer middle-wage, in-person jobs to locate in Transit- and housing-rich areas.	Provide incentives to encourage employers that provide middle wage jobs that rely heavily on in-person work to locate in Transit-Rich Areas—prioritizing regional transit nodes in housing-rich areas—to support transit recovery and balance commute patterns.	<\$1B
EC6	Retain and Invest in Key Industrial Lands	<u>Similar:</u> Infrastructure improvement categories expanded to include renewable energy and building retrofits.	To support and grow production, advanced manufacturing, distribution, and related businesses and middle-wage jobs located on industrial lands.	Implement local land use policies to protect key industrial lands, identified as Priority Production Areas, while funding key infrastructure improvements in these areas.	Implement local land use policies to retain key industrial lands identified as Priority Production Areas. This would include preservation of industrial zoning and an update to development standards in these zones, without competition from residential and other commercial uses. It would also provide targeted funding for non-transportation infrastructure improvements including fiber, renewable energy, broadband, and building improvements.	\$5B



## Plan Bay Area 2050+ Environment Element

Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EN1	Adapt to Sea Level Rise	<u>Significant Changes:</u> Areas that flood up to 4.9-feet, up from 3-feet in Plan Bay Area 2050, are proposed for protection in Plan Bay Area 2050+. Further categorization of sea level rise projects with partner support is envisioned.	Proactively address inundation impacts to communities, regional infrastructure systems, and shoreline ecosystems as sea levels rise.	Adapt shoreline communities, infrastructure, and ecosystems affected by sea level rise.	Adapt shorelines at risk of flooding with 4.9 feet of inundation, from both permanent sea level rise as well as temporary inundation from king tides and storms. The strategy would fund a suite of protective strategies (e.g. ecotone levees, traditional levees, sea walls), marsh restoration, elevation of critical infrastructure, and support some very low density communities with managed retreat. The strategy prioritizes nature-based actions where suitable, and intends to balance multiple goals of flood protection, habitat restoration, and public access – protecting residents, while also dedicating sufficient funds to support 100,000 acres of marsh restoration regionwide. Projects in the strategy are bundled into two bins, with the first corresponding to projects that are needed to address earlier levels of sea level rise.	\$94B
EN2	Provide Means-Based Financial Support Seismic and Wildfire Home Retrofits	<u>Similar:</u> The strategy previously included energy and water efficiency upgrades for residential buildings which are now proposed to move to Strategy EN3.	Preserve the Bay Area’s existing, most-vulnerable housing from earthquakes and wildfire.	Adopt building ordinances and incentivize retrofits to existing residential buildings to meet higher seismic and wildfire standards, providing means-based subsidies to off-set associated costs.	Adopt building ordinances and incentivize retrofits to bring existing buildings up to higher seismic and wildfire standards, providing means-based subsidies to offset costs. To ease the burden of residential building retrofits, this strategy would prioritize assistance in Equity Priority Communities. Seismic improvements would focus action in 425,000 housing units with likely crawl space and soft story deficiencies for which retrofit standards exist, while 105,000 homes would be retrofit with proven fire-resistant roofing and defensible space retrofits.	\$7B





Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EN3	Provide Means-Based Financial Support for Energy Decarbonization and Water Efficiency Upgrades in All Buildings	<u>Slightly Modified</u> : In addition to absorbing residential upgrades, the strategy has increased in scale to address decarbonization for all buildings.	Reduce the carbon and water footprint of all buildings.	Provide financial support to reduce barriers to the conversion of Bay Area buildings to electric, energy efficient, and water efficient properties.	Pool and expand existing incentives to eliminate natural gas and improve energy and water efficiency in existing buildings as components reach the end of their useful life and require replacement. For decarbonization specific upgrades, means-based subsidies would help fill the difference in cost for higher efficiency electric building systems, and enable panel upgrades and necessary building modifications.	\$52B
EN4	Maintain Urban Growth Boundaries	<u>No changes</u>	Prevent the conversion of agricultural and natural lands to urban uses and focus new growth within the region's existing urban footprint or growth boundaries.	Use urban growth boundaries to focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.	Use 2020 urban growth boundaries to confine new development within areas of existing development or areas otherwise suitable for growth, as established by local jurisdictions. These measures include urban growth boundaries and urban service areas when available. This strategy advances regional resilience by limiting new growth in the wildland-urban interface and other high-risk areas.	<\$1B
EN5	Protect and Manage High-Value Conservation Lands	<u>Similar</u> : Strategy includes a new approach to develop financial needs, but strategy scale and focus are otherwise the same.	Enhance biodiversity and natural resources, fire or flood protection, recreation opportunities, food systems, water supply, carbon sequestration and other ecosystem services.	Protect and preserve high-priority natural and working lands Improving the resilience and connectivity of the region's biodiversity and the sustainability and vibrance of the agricultural sector.	Fund acquisition of new lands and develop new conservation and agricultural preservation easements to help conserve and manage high-priority natural and agricultural lands, including but not limited to Priority Conservation Areas. Conserving the region's biodiversity and agricultural abundance requires planning and investment to support natural and working land protection, acquisition, and management. This strategy would support regional goals for agriculture, open space, and public access, which include a vision of 2.2 million acres of preserved open space, enhanced wildfire, flood, and drought resilience, and a thriving agricultural economy. Bayland conservation, restoration and adaptation is complemented by Strategy EN1 Adapt to Sea Level Rise.	\$42B



Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EN6	Expand Urban Greening in Communities	<u>Slightly Modified</u> : Strategy includes additional emphasis on urban greening, including tree canopy investments.	Ensure the ability of all Bay Area residents to easily access urban parks, trails, and recreation opportunities, and benefit from urban greening investments.	Invest in quality parks, trails, tree canopy, and green infrastructure within urban areas with limited parks, shade, or pervious surfaces.	Strategically plan and invest in quality parks, trails in urban areas that provide inclusive recreation opportunities for people from all backgrounds, abilities, and ages to enjoy. Invest in and support urban greening initiatives, including street tree planting and green stormwater infrastructure that will help mitigate the effects of extreme heat and stormwater flooding and pollution within communities. This strategy would fund enhancements to local parks, development of new parks and recreation facilities, and construction of cross-jurisdictional trails and greenways with an emphasis in Equity Priority Communities and other underserved areas.	\$20B
EN7	Expand Commute Trip Reduction Programs at Major Employers	<u>No changes</u>	Reduce greenhouse gas emissions and traffic congestion by partnering with major employers to shift auto commuters to work-from-home, transit, walking, and bicycling.	Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of work-from-home, transit, walking and/or bicycling.	Set a sustainable commute target for all major employers as part of an expanded Bay Area Commuter Benefits Program. Employers would then be responsible for expanding their commute trip reduction programs, identifying and funding sufficient incentives and/or disincentives to achieve or exceed the target. By the year 2035, no more than 40 percent of each employer’s workforce would be eligible to commute by auto on an average workday. To minimize impacts on small businesses, businesses with fewer than 50 employees would be exempt from this policy; furthermore, recognizing the difficulty in serving rural jobs by transit and non-motorized modes, agricultural employers would also be exempt from this policy. The strategy aims to require major employers to support hybrid work programs, with the flexibility to choose the right set of incentives and disincentives for their employees to meet or exceed the target. Examples of employer-funded incentives include free or subsidized transit passes, bike & e-bike subsidies and giveaways, free bikeshare memberships, free commuter shuttles for employees, provision of on-site employee housing on current parking lots or other available land, rent or mortgage subsidies for employees residing in walkable transit-rich communities, and direct cash subsidies for walking, biking, or work-from-home. Employer-managed disincentives could include reduction or elimination of parking lots or garages, higher on-site or off-site parking fees, compressed work schedules, and elimination of dedicated workspaces in lieu of shared space.	<\$1B



Strategy ID	Strategy Name	Changes Versus Plan Bay Area 2050	Strategy Objective	Strategy Short Descriptions	Strategy Long Descriptions	Estimated Cost (Billions in Year of Expenditure dollars)
EN8	Expand Clean Vehicle Initiatives	<u>Slightly Modified</u> : The strategy includes bolder targets for charging station buildout and vehicle buyback, alongside scope additions including subsidy or shared programs for e-bikes.	Reduce transportation-related greenhouse gas emissions and vehicle tailpipe air pollution.	Expand investments in clean vehicles, including electric vehicles and electric mobility options, and charging infrastructure subsidies, to accelerate the transition from conventional vehicles.	Expand investments in programs that support the adoption and use of clean vehicles, which include electric vehicles (EVs) and electric mobility (e-mobility), through incentives and deployment of charging infrastructure in partnership with County Transportation Agencies, the Air District and the State. These investments would expand existing strategies in MTC's Climate Initiatives Program, which include investing in expanded EV charging infrastructure and public fleet electrification. The Vehicle Buyback & Electric Vehicle Incentive initiative would be expanded to subsidize around 800,000 new electric vehicles, with a priority for income-qualifying buyers. The Regional EV Charger initiative subsidizes over 50,000 public EV chargers to expand charging opportunities for EVs.	\$8B
EN9	Expand Transportation Demand Management Initiatives	<u>Slightly Modified</u> : The investment level in this strategy has increased to support greater greenhouse gas emission reductions impact. The parking pricing components previously included in the strategy has been shifted to Strategy T5.	Reduce single-occupancy passenger vehicle trip demand and vehicle miles traveled (VMT) and reduce associated emissions and pollution.	Expand investments in transportation demand management programs to reduce driving demand and encourage active and shared transportation choices, such as vanpools, bikeshare, carshare and transit.	Expand investments in transportation demand management (TDM) programs through MTC's Climate Initiatives Program. This includes a wide range of programs that discourage single-occupancy vehicles (SOVs) and support active and shared travel modes. Vanpool and carpool programs subsidize shared commute trips that reduce the number of vehicles on the road. Bike share services enable short-distance trips to destinations or transit by bike instead of by car. Targeted transportation alternatives are a set of individualized engagement and behavioral economic approaches to inform and motivate residents and workers to use active and shared travel modes instead of driving alone. Carshare services reduce personal vehicle ownership and vehicle trips and provide access to more fuel-efficient vehicles. Shuttles and microtransit services provide opportunities for shared trips to common destinations.	\$2B

### **Transportation Strategies to be Integrated as Part of the Plan Bay Area 2050+ Final Blueprint**

Please note that several transportation strategies from Plan Bay Area 2050 will not be included as part of the Plan Bay Area 2050+ Draft Blueprint. Instead, these strategies will be incorporated as part of the plan's Final Blueprint, which is tentatively scheduled for adoption in summer 2024.

This includes strategies T3, T4, T10, T11, and T12, which are being updated as part of the parallel Transit 2050+ effort. It also includes strategies T2, T6, and T7, which are primarily project-based strategies and therefore subject to the transportation element's fiscal constraint requirements.

The development of a fiscally constrained transportation project list over the winter and spring of 2024 will further inform the final scope of these strategies, which in turn will be reflected as part the Plan Bay Area 2050+ Final Blueprint.

#### *Transportation Strategies Slated for Final Blueprint Integration*

<b>Strategy ID</b>	<b>Strategy Name</b>
T2	Support Community-Led Transportation Enhancements in Equity Priority Communities
T3	Enable a Seamless Mobility Experience
T4	Reform Regional Transit Fare Policy
T6	Improve Interchanges and Address Highway Bottlenecks
T7	Advance Other Regional Programs and Local Priorities
T10	Enhance Local Transit Frequency, Capacity and Reliability
T11	Expand and Modernize the Regional Rail Network
T12	Build an Integrated Regional Express Lanes and Express Bus Network



# Plan Bay Area 2050+ Draft Blueprint Growth Geographies

- Priority Development Area\*
- Priority Production Area
- Transit-Rich and High-Resource Area
- Transit-Rich Area
- High-Resource Area with Basic Bus Service\*\*

- Regional Rail Station (Existing)\*\*\*
- ◻ Regional Rail Station (Future, Fully Funded)
- Regional Rail (Existing)
- - - Regional Rail (Future, Fully Funded)
- ✈ Major Airport
- ⚓ Major Port

\* Priority Development Areas are locally designated geographies that meet transportation and planning criteria adopted under ABAG Resolutions No. 02-19 and 10-23.

\*\* Peak headways of 16 to 30 minutes (September 2023).

\*\*\* Includes intercity rail, commuter rail, and heavy rail systems with peak headway of one hour or less.

Areas shown guide Plan Bay Area 2050's development pattern, though they do not supersede local government land use authority.

Transit-Rich Areas and High-Resource Areas that overlap with the following zones are not identified as Growth Geographies: Very High Fire Hazard Severity Zones; areas of unmitigated sea level rise; areas outside locally-adopted urban growth boundaries; and parks and open spaces within urbanized areas. To complement adopted PDAs, High-Resource and Transit-Rich Areas are shown in jurisdictions that have nominated a total land area for PDAs that is less than 50% of the area within its boundaries eligible for PDA designation. Areas subject to the Transit Oriented Communities Policy are shown in all jurisdictions.

<b>Oakland</b>	> 350,000
Novato	50,000 - 350,000
Pacifica	< 50,000



**Metropolitan Transportation Commission**  
**Policy Advisory Council**

**December 15, 2023**

**Agenda Item 6b**

**Nominations for 2024-2025 Policy Advisory Council Chair and Vice Chair**

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**Subject:**

Nominations for the 2024-2025 Chair and Vice Chair of the Policy Advisory Council will be opened at the meeting on December 15, 2023. The nomination period will remain open until the election, scheduled for the meeting on January 26, 2024.

**Background:**

The Chair and Vice Chair positions are two-year terms (effective upon election) ending December 2025, and potential candidates may nominate themselves.

If you would like to nominate, you may do so in person at the December 15, 2023, meeting or submit your nomination to staff any time before the election on January 26, 2024.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

None

**Metropolitan Transportation Commission  
Policy Advisory Council**

**December 15, 2023**

**Agenda Item 6c**

**Staff Liaison Report**

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**Subject:**

Overview of recent MTC policy decisions and other activities.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Staff Liaison Report – December 2023

## Staff Liaison Report – December 2023

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### **Executive Director’s Report:**

The following items are excerpts from the November 2023 Executive Director’s Report to the Commission. To read past reports in their entirety, check the agenda for a given Commission meeting (search for past meetings on [MTCs Legistar webpage](#)).

### **Key Updates:**

- **CTC Recommends Two Bay Area Projects for Local Transportation Climate Adaptation Program:** California Transportation Commission (CTC) released the staff recommendations for the Local Transportation Climate Adaptation Program (LTCAP) earlier this month. This competitive cycle of LTCAP included roughly \$300 million in funding available statewide for the development and implementation of capital projects adapting local transportation infrastructure to climate changes. CTC’s staff recommendations include \$56 million for two projects in the Bay Area: \$6 million for BART (Expansion and Contraction of Steel Rail in Contra Costa County) and \$50 million for MTC (Resilient SR-37 Sears Point to Mare Island Improvement). The proposed award to MTC will improve the resilience of SR-37 to better withstand rising seas and storm surges. The CTC will consider adopting the LTCAP program at its December 6-7 meeting in Riverside.
- **Bay Wheels Bikeshare Expansion:** On November 3, I was joined by MTC Chair Alfredo Pedroza and ABAG President Jesse Arreguin at a Bay Wheels bikeshare program press event announcing the addition of 2,300 new e-bikes and docking stations to San Francisco, San Jose, Oakland, Berkeley and Emeryville, and a price reduction in annual Bay Wheels membership and usage rates. In related news, Commissioner Matt Mahan participated in the November 7<sup>th</sup> celebration of Bay Wheels’ San Jose e-bike expansion.
- **SMART’s Petaluma North Station Groundbreaking:** SMART celebrated the groundbreaking of the Petaluma North Station on November 9. In addition to transportation benefits, the project will also support 131 new affordable housing units adjacent to the station. MTC was represented at the groundbreaking by Commissioner and SMART board member David Rabbitt, Chief Deputy Executive Director Alix



Bockelman, former Commissioner (and state assemblymember) Damon Connolly, and former Commissioner Jake Mackenzie.

- **Working Waterfront Coalition:** Last week, I joined leaders of the Working Waterfront Coalition to visit Oakland's Fremont High School Pre-Apprenticeship program. The Coalition is an employer-led, state-funded regional workforce development effort focused on growing the Bay Area's waterfront economy by training young people and those reentering the workforce from the criminal justice system. The Coalition includes the Port of Oakland, multiple county workforce development boards (Alameda, Contra Costa, Solano), unions, as well as participating employers. Waterfront jobs offer good careers with excellent benefits and are especially helpful in achieving diversity, equity and inclusion goals.

Programs like the one offered by Fremont High School offer trade-skills training to supplement, or as an alternative to, four-year college-track programs. Access to reliable transportation is a key determining success factor for the participants, and we are studying ways MTC might innovate. For example, Solano Mobility, developed by the Solano Transportation Authority, uses OBAG funds to offer discounted rideshare services to older adults, students, people with disabilities and others, and might be a good model to build upon.

- **Local Government Roundtable:** On November 6, Chief Deputy Executive Director Alix Bockelman and MTC's Regional Planning Program Director Matt Maloney participated in the Governor's Office of Planning and Research's Local Government Roundtable. Several Bay Area city managers were also in attendance, including those from Oakland, Santa Rosa and Petaluma.
- **Large Bridge Project Program Grant Application:** BATA is submitting a grant application this month to the Bipartisan Infrastructure Law Large Bridge Project Program to fund the San Francisco-Oakland Bay Bridge West Span Revitalization & Innovation Project. This aligns with the Bay Area Regional Priority Project List, under which the region's top priority for this program, the Golden Gate Bridge Seismic Retrofit, successfully secured funding last year.

- **COMTO NorCal 20th Annual Gala:** The annual gala will took place on December 1 and amongst industry winners are my predecessor, Therese McMillan, who was presented with the Shirley Douglas Lifetime Achievement award and MTC’s own DeNise Blake who was presented with the Member of the Year award. Heartfelt congratulations are extended to them both on these very deserving recognitions.
- **Holiday Wreath Returns to Yerba Buena Island Tunnel:** Earlier this month, BATA kicked off the holiday season with installation of the holiday wreath over the westbound portal of the Yerba Buena Island Tunnel on the San Francisco-Oakland Bay Bridge. The inspiration for this tradition was a wreath placed in this same spot in 1937. This year’s installation was overseen by BATA staff James Go and marks the 12th annual installment since BATA revived the tradition in 2011. We can officially now say “Happy Holidays!”

News Headlines from [The Bay Link Blog](#):

- **[San Francisco Bay Ferry receives \\$16 million grant to propel fleet electrification, Golden Gate Ferry \\$6 million for Sausalito Terminal](#):** The San Francisco Bay Area Water Emergency Transportation Authority (WETA) was awarded a \$16 million grant from the Federal Transit Administration to transition its fleet to zero-emission propulsion technology and Golden Gate Ferry received \$6 million to rehabilitate the Sausalito ferry terminal and boarding systems. The FTA awards were announced Thursday.
- **[Regional Mapping & Wayfinding initiative launches web portal, emphasis on accessibility and equity](#):** The Regional Mapping and Wayfinding project underway throughout the Bay Area to make transit journeys easier to understand now has a [new web portal\(link is external\)](#) on the MTC website.
- **[Senate hearing spotlights transit operations as select Committee hears testimony from Bay Area leaders](#):** MTC Executive Director Andrew Fremier and more than a dozen other Bay Area transportation leaders and policy advocates testified Monday afternoon [at a hearing convened by the state Senate Select Committee on Bay Area Public Transit\(link is external\)](#) in San Francisco that highlighted the impact of the fiscal 2023-24 state budget and its inclusion of \$1.1 billion in flexible funding to help California transit agencies avoid near-term service cuts as well as the future fiscal challenges expected by many Bay Area transit agencies.

- **[Wednesday Metro Talks: advancing health and equity in the Bay Area's quest for climate resilience](#)**: A [Metro Talks webinar at 3 p.m. Wednesday, November 29th\(link is external\)](#) will discuss how to advance health and equity in the Bay Area's quest for climate resilience.
- **[MTC funded work on I-80 Solano Express Lanes continues](#)**: Construction is continuing on Interstate 80 Express Lanes in Solano County, with MTC providing almost half the money for the project that will help the flow of traffic along 18 miles of the freeway.
- **[Bay Area pavement marked by mediocrity as pothole problems persist](#)**: Overall pavement conditions on the Bay Area's 44,000 lane-miles of local streets and roads landed once again in fair territory last year, with the typical stretch of roadway showing serious wear and likely to require rehabilitation soon.
- **[MTC approves emergency transit operations funding plan from Senate Bill 125](#)**: The Metropolitan Transportation Commission (MTC) approved an emergency transit operations funding plan that, if approved by the state, will use state and regional funds for transit operations to address Bay Area transit agencies' most dire funding shortfalls and help them avoid service cuts.
- **[Isleton Bridge turns 100](#)**: Caltrans celebrated the 100th birthday of the Isleton Bridge on State Route 160, which crosses the Sacramento River near Isleton, about four miles northeast of Rio Vista in the Delta.

The [Bay Link blog](#) offers a more in-depth look at these topics, often in the context of the work that the ABAG and MTC are doing, along with other stories of interest to Bay Area residents and professionals. The Bay Link Blog E-Newsletter, with the top Bay Link features of the week, is distributed every Tuesday. You can find more newsletters to subscribe to at this [link](#).

### **Have a Question? Ask a Librarian**

If you need assistance locating information or are having difficulty navigating the MTC-ABAG websites, please feel free to contact the MTC-ABAG head librarian. Reference assistance is available by telephone (415-778-5236), or email [library@bayareametro.gov](mailto:library@bayareametro.gov) Information can also be found on the [MTC-ABAG library webpage](#).

**For MTC and Plan Bay Area Glossaries:**

- [Glossary of Transportation Planning Acronyms & Terms](#)
- [Plan Bay Area Glossary](#)

**Metropolitan Transportation Commission**  
**Policy Advisory Council**

December 15, 2023

Agenda Item 6d

**Report Out**

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**Subject:**

Further comments from November 17, 2023 items.

**Background:**

Due to complications related to the Asia Pacific Economic Conference (APEC) hosted in San Francisco in November, the Policy Advisory Council and the Equity and Access Subcommittee meetings were canceled for November 2023. In place of the meetings, MTC staff provided materials to the Council for review and feedback. This item is being agendaized to allow any further questions or comments to be relayed to MTC staff for future response (If appropriate, staff will be scheduled to return at future Council meetings).

**Issues:**

None identified.

**Recommendations:**

Discussion

**Attachments:**

- Materials shared from the November 17, 2023 cancelled meetings:
  - **MTC Council Materials:**
    - Regional Transportation Revenue Measure Update
    - Bay Area Near-Term Transit Shortfalls, Funding, and Accountability
  - **Equity and Access Subcommittee Materials:**
    - Regional Transit Connection (RTC) Program Update
    - Transformation Action Plan Action 22, One-Seat Ride Pilot Program - Draft Concepts

**Metropolitan Transportation Commission  
Policy Advisory Council**

**Packet Contents**

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**Subject:**

The Policy Advisory Council (Council) and Council Equity & Access Subcommittee meetings scheduled for November 17, 2023, are canceled due to the Asia-Pacific Economic Cooperation (APEC) meeting with several heads of state in attendance. This email contains the packet information that would have been presented, and staff requests your feedback. Comments received will be distributed to the appropriate staff for input and added to the December Council packet.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Regional Transportation Revenue Measure Update
- Attachment B: Bay Area Near-Term Transit Shortfalls, Funding, and Accountability

## Regional Transportation Revenue Measure Update

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**Subject:**

Update on the enabling legislation for a potential 2026 regional transportation revenue measure, including proposed goals, guiding principles, expenditure priorities, and revenue options, as well as next steps toward authorizing legislation in 2024.

**Background:**

This report was presented to the Joint MTC ABAG Legislation Committee meeting on November 3, 2023.

The Council's input is requested.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Agenda Item 3a from November 3, 2023, Joint MTC ABAG Legislation Committee meeting.

J:

November 1, 2023

David Canepa, Chair, Joint MTC ABAG Legislation Committee  
Metropolitan Transportation Commission  
Bay Area Metro Center  
375 Beale St., Suite 800  
San Francisco, CA 94105-2066

Dear Commissioner Canepa:

On behalf of the region's public transit agencies, we are writing with regard to agenda item **3a** for the November 3rd Joint MTC ABAG Legislation Committee meeting, entitled Regional Transportation Measure Update.

As detailed in the staff report, the transit operating funding secured in the FY 23-24 State Budget will extend the lifeline that federal relief funds have provided to Bay Area transit agencies. As a result of these funds, critical service provided by the region's transit systems will be preserved in the face of the persistent ridership and revenue losses stemming from the pandemic. Funding continues to be critical to sustaining the Bay Area's transit system that provides mobility for our region's most transit dependent populations, plays a key role in the Bay Area's economic engine and is an integral component to achieve our climate goals.

While those actions have bought time, more is needed. Our projections show that the region's transit operating shortfall will reach \$750 million per year beginning in FY26-27. In addition, funding is needed to successfully advance the transformation of the system outlined in the Bay Area Transit Transformation Action Plan that we are eager to advance.




To that end, we appreciate and support MTC staff's development of a framework for enabling legislation as outlined in the staff report and presentation as we take this important first step toward a 2026 regional transportation ballot measure.

Sincerely,



Michael Hursh  
General Manager,  
Alameda-Contra Costa  
Transit District (AC Transit)



Robert Powers  
General Manager,  
San Francisco Bay Area Rapid  
Transit District (BART)



Michelle Bouchard  
Executive Director, Caltrain



Bill Churchill  
General Manager,  
County Connection



Jeffrey Tumlin  
Director of Transportation  
San Francisco Municipal  
Transportation Agency (SFMTA)



Denis Mulligan  
General Manager,  
Golden Gate Bridge,  
Highway & Transportation  
District



April Chan  
General Manager/CEO,  
San Mateo County Transit  
District (SamTrans)



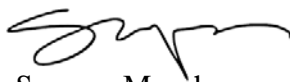
Beth Kranda  
Executive Director  
Solano County Transit



Jared Hall  
Transit Manager,  
Petaluma Transit



Carolyn M. Gonot  
General Manager/CEO,  
Santa Clara Valley  
Transportation Authority  
(VTA)



Seamus Murphy  
Executive Director,  
Water Emergency Transportation  
Authority (WETA)



Rob Thompson  
General Manager,  
Western Contra Costa  
Transit Authority  
(WestCAT)



Christy Wegener  
Executive Director,  
Livermore Amador Valley  
Transit Authority (LAVTA)

**cc: MTC Commissioners**

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: 11/3/23 Joint MTC ABAG Legislation Committee -- Agenda Item #3a  
**Date:** Thursday, November 2, 2023 4:21:56 PM

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**From:** William Goodman <[WGoodman@stradasf.com](mailto:WGoodman@stradasf.com)>  
**Sent:** Thursday, November 2, 2023 4:09:36 PM  
**To:** MTC-ABAG Info <[info@bayareametro.gov](mailto:info@bayareametro.gov)>  
**Subject:** 11/3/23 Joint MTC ABAG Legislation Committee -- Agenda Item #3a

**\*External Email\***

Dear Joint MTC ABAG Legislation Committee:

I am submitting comment on Item #3a on the 11/3/23 Legislation Committee agenda, the Regional Transportation Measure Update. My firm, Strada Investment Group, is a developer and investor in large-scale, transit-oriented development projects throughout the Bay Area. We applaud the Committee's support of regional initiatives to produce much needed housing in the Bay Area. Strada is helping to realize the vision of Plan Bay Area 2050 through development of affordable and market-rate housing in urban infill locations, often in partnership with public agencies like BART.

The success of new housing development will depend on access to a high-quality, multi-modal transit system that connects housing, jobs, and public amenities. We hope you will continue to advance funding measures that enhance the region's transit service. Such measures will be essential for housing in our communities and for the promise of Plan Bay Area 2050.

Thank you,  
William Goodman

**William Goodman**  
Principal  
Office/Mobile: 314.276.0707  
Email: [wgoodman@stradasf.com](mailto:wgoodman@stradasf.com)

**Strada Investment Group**  
201 Spear Street, Suite 1650  
San Francisco, CA 94105  
[stradasf.com](http://stradasf.com)



Nov 2, 2023

MTC/ABAG Legislation Committee Agenda #3A

Honorable Committee Members,

Thank you for considering the proposed framework for a regional transportation funding measure.

Sustaining and improving public transportation is essential for our region's mobility, including for people who fully depend on transit, for economic vitality, climate and housing goals. Polling shows that the public wants to see the public transportation sustained and transformed to be more convenient, affordable, accessible, efficient, safe and clean. Given the impacts of the pandemic on the financial health of the public transportation system, and the steady and gradual regrowth of ridership and revenue, public operating funding is essential to maintain and improve the system.

Our groups support a regional funding measure with **sufficient funding to not only sustain existing transit service levels, but to transform transit.** To this end, the authorizing legislation should enable raising between \$1 and \$2 billion annually, while allowing a final decision on measure capacity to be made incorporating information about voter sentiment, updated financial needs, and the state of California's long term approach to transit funding.

In addition, **our groups support the staff recommendation of authorizing multiple revenue options.**

The staff report asks whether specific policy reforms should accompany enabling legislation, citing past interest from the Commission in supporting a more integrated, reliable, efficient transit network.

**Please support the inclusion of policy reforms that strengthen network management with enabling legislation.** The Transit Transformation Action Plan lays out the vision and blueprint for the future public transit system that the Bay Area needs to create to attract large numbers of new riders -

*"Design, adequately invest in and effectively manage a public transit network that is equitable, inclusive, frequent, affordable, accessible and reliable; [with] unified service, fares, schedules, customer information and identity."*

**Realizing this vision of transformation - which is overwhelmingly popular with voters - requires that funding from a regional measure be associated with clear standards and plans set at a regional scale by a Regional Network Manager.**

This requires that MTC evolve and empower a Network Manager to take on the role of developing standards and plans, and that funding allocations to transit agencies be tied to compliance with regional programs - including, but not limited to, fare integration policies, service standards, transit priority standards, accessibility standards, and customer experience and wayfinding standards. Strengthening network management creates opportunities for efficiencies, advancing transit priority measures that allow a given amount of operating funding to deliver more service to riders, and streamlining customer experience work that is currently replicated in multiple agencies.

In addition to tying regional measure funding for transit to policy compliance, enabling legislation must also advance the governance and organizational changes needed to evolve the existing preliminary network management structure into a fully realized Regional Network Manager. This includes expanding staffing and resourcing of the RNM as well as evolving the policy layer of RNM governance to ensure that it is aligned with and representative of the interests of the region's transit customers.

These policy reforms are critical to making the case for more funding for transit. We must provide a clear plan for how new funding will be held to a higher standard.

Our groups look forward to working with MTC staff, legislators, and transit agencies on the policy reforms that need to be associated with enabling legislation that will deliver a more integrated system for the public.

Thank you for your consideration,

Ian Griffiths  
Policy Director, Seamless Bay Area

Sebastian Petty  
Transportation Policy Manager, SPUR

**Metropolitan Transportation Commission and Association of Bay Area Governments  
Joint MTC ABAG Legislation Committee**

**November 3, 2023**

**Agenda Item 3a**

**Regional Transportation Revenue Measure Update**

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**Subject:**

Update on the enabling legislation for a potential 2026 regional transportation revenue measure, including proposed goals, guiding principles, expenditure priorities, and revenue options, as well as next steps toward authorizing legislation in 2024.

**Background:**

At the Commission's direction, MTC staff over the past years have conducted multiple rounds of stakeholder engagement, completed an initial round of public polling on Bay Area voters' priorities concerning transportation, and conducted public engagement activities in all nine counties of the San Francisco Bay Area, as part of Plan Bay Area 2050+ outreach, that included activities to learn about Bay Area residents' priorities for a future transportation measure. A regional transportation funding measure is one component of a suite of strategies to advance Plan Bay Area 2050's (Plan) vision of a more affordable, connected, diverse, healthy, and vibrant region for all residents. To help achieve this vision, the Bay Area needs **a climate-friendly transportation system that is safe, accessible and convenient for all**. Staff are proposing this as the central goal of the regional transportation measure. Further, based on regional needs and feedback from the public and key stakeholders over the summer and fall, as well as polling results, staff are proposing three focus areas for the measure:

1. Protect and enhance transit service
2. Make transit faster, safer, and easier to use
3. Enhance mobility and access for all

**Draft Guiding Principles:**

Staff recommend the Commission adopt a set of guiding principles to keep in focus for the entirety of the legislative process to authorize the measure (i.e., the enabling legislation). Draft guiding principles are below; staff anticipates seeking Commission approval of guiding principles as part of the enabling legislation item that will be brought to the Commission in December.

- Each funding category should advance **equity** for residents of Equity Priority Communities and other marginalized groups, such as older adults and persons with disabilities.
- Each funding category should be **climate**-friendly and help advance the state's goal of carbon neutrality (net zero emissions) by 2045. The expenditure plan should meaningfully reduce greenhouse gas (GHG) emissions from the transportation sector.
- Each funding category should be **adaptable**, recognizing the region's future remains highly uncertain.
- The measure should be **cohesive** and easy to communicate to the public.

**Expenditure Priorities:**

Throughout the summer and fall, staff received considerable feedback from stakeholders on potential expenditure priorities. Based on that feedback, staff are proposing the following four expenditure categories:

- Transit transformation
- Safe streets
- Connectivity
- Climate resilience

***Transit Transformation*** Sustaining public transit service, especially for those who depend upon it, and investing in improvements, such as implementation of the Bay Area Transit Transformation Plan, are a high priority among Bay Area voters, stakeholders and the general public and are vital to advancing the Plan's goals. The Bay Area's anticipated transit operating shortfall is formidable (transit operator continue to forecast shortfalls in excess of \$700 million per year starting in FY 2025-26). Transit operators and advocates are looking to the regional measure to not just close the gap but also provide funding to *expand* service. Transit advocates and the public are also eager for transit to offer a better customer experience, especially with respect to safety and cleanliness. Recognizing that you can't make significant improvements to transit if it doesn't have a reliable source of operating funding, staff have combined what were earlier two categories (transit operating and transit transformation) into simply "transit transformation."

While it's difficult to predict how much new funding will be needed in FY 2026-27 and beyond to provide the level of transit service needed in the region to achieve the Plan's goals, there's no question that doing so will require a massive infusion of new, dedicated funding from somewhere. Whether the regional measure should aim to *fully* close this gap is a key policy question that will need to be explored by MTC, Bay Area legislators, operators and other stakeholders over the coming months. The extent to which the regional measure aims to address this need will drive the measure's size (i.e., tax rate) and how much funding is available to address other priorities – key considerations that will affect its viability at the polls.

***Safe Streets & Connectivity*** Beyond transit, public engagement this summer found significant interest in funds prioritizing Main Streets (which staff have since rebranded as “Safe Streets”). Conversely, there was less interest in investing in large-scale “priority projects” which were often the focus of past regional revenue measures, such as rail extensions and express lanes. Given the relatively low level of support for a “priority project” category, along with concerns that its name invites an earmarking approach to the enabling legislation that raises a number of concerns, staff are recommending the new “Connectivity” funding category that could fund an array of multimodal projects that advance Plan Bay Area 2050 and align with the proposed guiding principles.

***Climate resilience*** Climate resilience is a funding category that would be available to fund planning, design and/or construction activities that protect transportation infrastructure from climate impacts, such as rising sea levels, flooding, wildfires, and extreme heat. The region's transportation system is highly vulnerable to sea level rise and other climate risks, but these risks can largely be mitigated if the appropriate planning, design and infrastructure investments are made. The measure could help fund critical climate adaptation work to protect the Bay Area's transportation infrastructure. (See Attachment A for draft eligible expenditures within each category.)

**Structure of the Legislation:**

While staff are seeking your input on the measure's central goal, focus areas and funding categories, we are also seeking feedback on two distinct approaches to the legislation, both of which have precedent in California and nationally.



1. ***Legislatively Determined Expenditure Plan*** A clearly defined authorization for MTC to place a measure on the ballot to implement an expenditure plan based on the funding “programmatic” categories outlined above with minimum percentage shares by category but including a “flexible” category to account for changing needs over time. (This would be more flexible than Regional Measures 2 and 3, which enumerated projects but also had some programmatic funding. The programmatic categories approach (with built-in flexibility) is similar to the Bay Area Housing Finance Authority’s enabling legislation, which the Legislature is familiar with, having just enacted AB 1319 (Wicks), a clean-up bill.)
2. ***Delegated Expenditure Plan*** Authorization for MTC to place a measure on the ballot for transportation with direction to MTC to develop an expenditure plan in a transparent and inclusive manner, subject to limits on administrative expenses and consistency with the sustainable communities strategy. (This is analogous to general county transportation sales tax measures, including the 1% sales tax authorization provided to Los Angeles County Metropolitan Transportation Authority (LA Metro) in SB 767 (2015) as well as a successful measures in Seattle (2016) and Atlanta (2016).)

For the sake of discussion, these options are described as extremes, but they could be adjusted to add more flexibility to Option 1 or more structure/oversight to Option 2. At this time, staff does not have a recommendation on a preferred approach, but we are mindful that a 2/3 supermajority is a steep hurdle that MTC has yet to face since bridge toll increases brought before the voters have been subject to a simple majority vote threshold.<sup>1</sup> One proven way to build support for a measure is to engage deeply with communities on their priorities in the formation of the expenditure plan, as would be facilitated by Option 2. Meaningful community engagement to inform a measure is also a core component and aligned with the first pillar of MTC/ABAG’s Equity Framework – “Listen and Learn.” Inviting local residents and community groups to help shape how funds may be spent can build trust and a strong foundation of grassroots support for the measure at the ballot. By contrast, an expenditure plan that is fully determined by the Legislature could be harder to build enthusiasm for locally.

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<sup>1</sup> Regional Measure 2 and Regional Measure 3 received 57% and 55% support, respectively.

At the Partnership Board meeting held on October 23, members asked how the measure would achieve geographic balance and raised questions about potential “return to source” features which are quite common in county sales tax measures and is also a feature of the Bay Area Housing Finance Authority’s enabling legislation, AB 1487 (Chiu, 2019). Staff recognize that this is a key policy consideration that will be critical to address and an especially challenging one given the nature of the region’s transit operating funding shortfalls.

**What Vote Threshold is Required?** With the passage of ACA 1 (Aguilar-Curry) earlier this year, several stakeholders have asked if the measure could instead be subject to a 55% approval threshold if ACA 1 passes in November 2024. Since ACA 1 is limited to “infrastructure,” a measure including new funding for transit operations (the region’s greatest funding need) would not be eligible to take advantage of its lower vote threshold. Another option some advocates have raised is for the enabling legislation to authorize, in addition to MTC placing a measure on the ballot, the option for the measure to be placed upon the ballot via a signature gathering initiative, which courts have held require a simple majority. While this could be a good option, staff believe the enabling legislation should be crafted in a manner that has the maximum chance of resulting in a regional measure that at least 2/3 of voters will support.

**Potential Revenue Options:**

Sperry Consulting was retained this summer to provide a range of revenue options for consideration as a potential funding source for a new regional transportation measure subject to voter approval. Sales tax was included in that menu given the extent to which Bay Area voters have approved sales taxes to augment state and federal transportation funds, but staff also requested evaluation of options that would be less regressive. Regressive taxation is defined as a tax that captures a higher percentage of a lower income household’s income compared to a higher income household. Given consumers pay the same sales tax amount regardless of household income, sales taxes are generally viewed as regressive, which has resulted in opposition to this option from some stakeholders in previous discussions. In addition to sales tax, other options that were analyzed include: income tax, payroll tax, parcel tax, corporate head tax and a mileage-based fee. Based on an evaluation of the pros and cons of the options, MTC has commissioned a new poll of registered voters that will test support for a transportation measure backed by a sales tax, an income tax and a payroll tax at rates necessary to generate

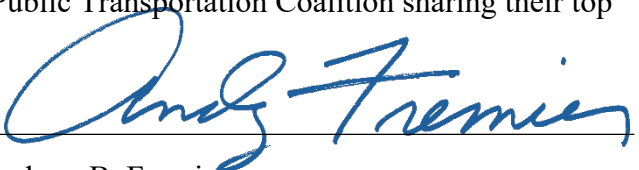
approximately \$1 billion annually. While we did not poll a parcel tax or a mileage-based fee, we recommend they continue to be explored, along with a potential regional voter registration surcharge. We recommend removal of the corporate head tax option at this time and instead limit the “business tax” option to the payroll tax. We look forward to the Committee’s feedback on these items.

**Next Steps:**

As noted, MTC has commissioned a second poll of registered voters, with results expected by mid-November. Informed by the findings from that poll and further feedback, including from Bay Area legislators, staff will bring a final proposed outline of the enabling legislation to the Joint MTC ABAG Legislation Committee on December 8, followed by MTC Commission approval on December 20, 2023.

**Attachments:**

- Attachment A: Draft Expenditure Priorities Under Consideration
- Attachment B: Presentation
- Attachment C: Letter from the Voices for Public Transportation Coalition sharing their top priorities



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Andrew B. Fremier

Draft Expenditure Priorities Under Consideration

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
<b>Transit Transformation</b>	<p>Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience, improve transit safety and help fund the zero-emission transit transition.</p> <p><i>Notes:</i></p> <p>1. <i>Further analysis of the long-term transit operating needs will be available this fall as part of the Plan Bay Area 2050+ process, enabling a better understanding of to what extent this measure could sustain existing levels</i></p>	<ul style="list-style-type: none"> <li>- Preservation of existing routes and frequencies</li> <li>- Increased frequencies and/or new routes to boost overall service levels</li> <li>- Network restructuring that leads to net increase in transit service-hours</li> <li>- Simplified and standardized fare programs &amp; discounts</li> <li>- Improved signage at stations and bus stops</li> <li>- Transit priority infrastructure (signal priority, bus lanes for rapid/BRT, etc.)</li> <li>- Safety enhancements, such as community ambassadors,</li> </ul>	<p>Priority could be given toward preserving existing service levels and/or enhancing service frequencies on transit lines that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Priority could be given toward programmatic investments on transit lines or at transit stops/stations that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p><i>and/or expand service frequencies.</i></p> <p>2. <i>This would include implementation of Transit Transformation Action Plan priorities, as well as complementary investments to grow ridership as identified in Transit 2050+.</i></p>	<p>improved lighting &amp; security cameras</p> <ul style="list-style-type: none"> <li>- Paratransit service expansion to enable "one-seat rides"</li> <li>- Shuttles or other flexible mobility options accommodating all users</li> <li>- Bikeshare subsidies &amp; system expansion</li> </ul>	<p>Investments related to transit operations and/or Transformation Action Plan implementation are anticipated to all be GHG-neutral or GHG-reducing.</p>
<b>Safe Streets</b>	<p>Transform local roads to better address safety and achieve equity, and climate goals, such as through improved expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, and improvement pavement conditions.</p>	<p>Projects would ideally include two or more features to yield progress toward multiple goals concurrently, such as:</p> <ul style="list-style-type: none"> <li>- Street repaving projects</li> <li>- Buffered or protected bike lanes</li> </ul>	<p>Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents.</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p><i>This would help fund multi-benefit projects – to help encourage walking and biking for nearby trips and to enable first/last mile connections to transit – while also working to ensure geographic balance throughout the nine-county region.</i></p>	<ul style="list-style-type: none"> <li>- Expanded sidewalks and/or bulb-outs</li> <li>- Parallel multimodal trails</li> <li>- Traffic calming features</li> <li>- Traffic signal optimization</li> <li>- Green infrastructure elements</li> </ul>	<p>As investments in this category are not anticipated to include additional roadway capacity, this category is anticipated to be a mix of GHG-neutral and GHG-reducing projects.</p>
<p><b>Climate Resilience</b></p>	<p>Fund planning, design and/or construction activities that benefit transportation infrastructure and nearby communities by protecting them from rising sea levels.</p> <p><i>While funding would likely not be sufficient to advance climate resilience megaprojects, funding could allow the region to build up a</i></p>	<ul style="list-style-type: none"> <li>- Local or subcounty resilience plans to refine future pipeline of projects</li> <li>- Design and environmental analyses for future sea level rise resilience projects</li> <li>- Implementation of specific sea level rise resilience projects, such as:</li> </ul>	<p>Priority could be given toward resilience planning, design and/or construction activities in Equity Priority Communities or to protect transportation facilities primarily used by underserved demographic groups. Among other factors, investments would be prioritized based on timing of sea level rise impacts (e.g., 1 foot versus 4 feet);</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<p><i>pipeline of future investments to better compete for state or federal funding in the years ahead.</i></p>	<ul style="list-style-type: none"> <li>○ Levees &amp; horizontal levees</li> <li>○ Infrastructure elevation</li> <li>○ Tidal gates</li> <li>○ Wetland restoration</li> </ul>	<p>investments would be contingent upon a robust community engagement process to engage local residents.</p> <p>Investments related to climate resilience are anticipated to all be GHG reducing or GHG neutral.</p>
<p><b>Connectivity</b></p>	<p>Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example projects include express lanes, rail grade separations, rail extensions and interchange modernizations.</p> <p><i>This would help the region implement near-to-medium</i></p>	<ul style="list-style-type: none"> <li>- Rail extensions</li> <li>- Rail grade separation &amp; modernization</li> <li>- Zero emission bus purchases and related infrastructure</li> <li>- New ferry terminals</li> <li>- Carpool-to-express lane conversions</li> </ul>	<p>Priority could be given toward projects that benefit residents in Equity Priority Communities or that primarily serve underserved demographic groups.</p> <p>Investments are primarily anticipated to be GHG-reducing (e.g., transit megaprojects), although select non-capacity-</p>

Category	Description	Examples of Eligible Investments ( <u>not exhaustive</u> )	Equity & Climate Considerations
	<i>transportation investments for mobility and safety projects, including those already approved by voters but stalled due to increasing costs.</i>	- Highway interchange modernizations	increasing highway investments such as HOV-to-Express Lane conversion projects or safety improvements at highway interchanges may be GHG-neutral.



# Preparing for a 2026 Regional Transportation Measure: Outline of Proposed Enabling Legislation & Next Steps

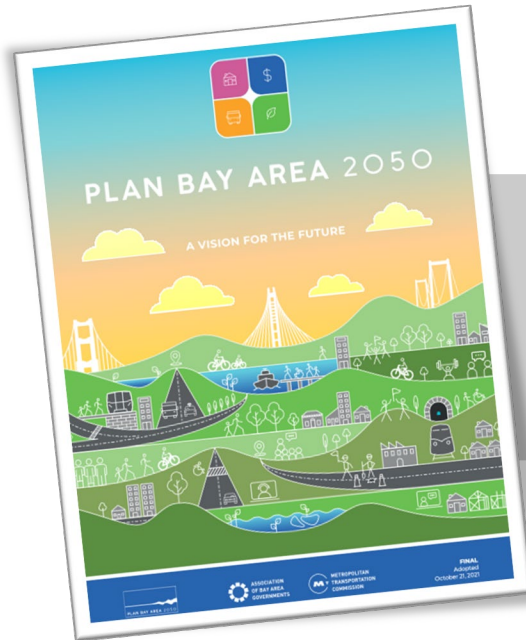


**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

Joint MTC ABAG Legislation Committee

November 3, 2023

# Why a New Regional Transportation Measure?



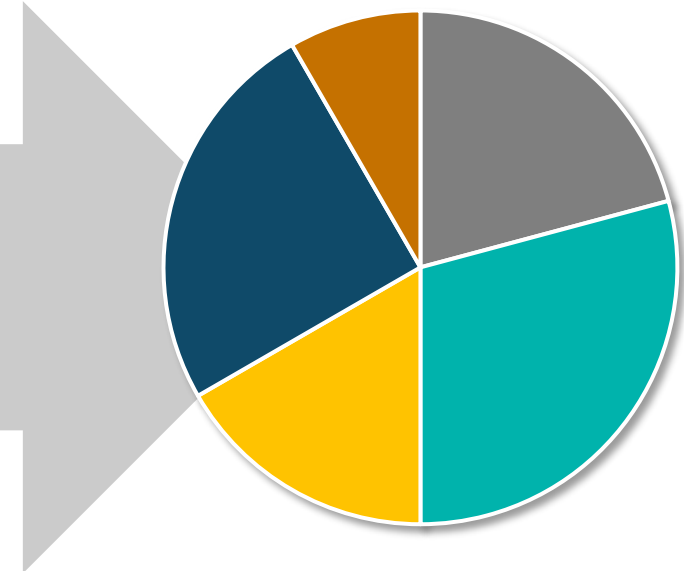
## Plan Bay Area 2050

The Plan identified a \$110 billion funding gap to realize the plan's bold vision



## Transit's Future Depends on New Funding

New reliable funds are needed to sustain service and improve the rider experience



## Deliver Results

Regional funds can incentivize key regional policy goals & improve access and mobility regionwide

# Throughout 2023: Listening & Learning

## STAKEHOLDER ENGAGEMENT



Transit Operators



County Transportation Agencies



Regional Agencies  
BCDC, BARC, BAAQMD, etc.



Business Organizations



Labor Organizations



Advocacy Organizations

- Environment
- Equity
- Persons with Disabilities
- Older Adults
- Active Transportation

## PUBLIC ENGAGEMENT



Public Poll

- Conducted in spring 2023
- Sought to understand public perception of public transit & support for potential measure



Pop-Up Workshops

- 15 events in all nine counties during summer 2023
- Integrated with Plan Bay Area 2050+ and Transit 2050+ public engagement



Online Survey

- Sought feedback from public on same questions as in-person events
- Offered in English, Mandarin, Spanish, and Vietnamese consistent with 2023 PPP

## EMERGING THEMES

Most stakeholders, and the public at-large, want to **maintain and improve public transit** but also want to **see investments in other transportation modes**.

There is a broad recognition that the Bay Area's post-pandemic trajectory is uncertain and that **having the flexibility to modify priorities over time will be key**.

Simply **maintaining the status quo is not sufficient** – the public wants to see new revenues used to help transform our transportation system.

# Regional Measure Goal & Focus Areas

**Goal:** Create a climate-friendly transportation system that is safe, accessible and convenient for all



## Protect and Enhance Transit Service

Establish a robust and reliable, long-term regional source of transit operating funds to protect existing service and enhance it where needed and financially sustainable.

## Make Transit Faster, Safer and Easier to Use

Create a seamless and convenient Bay Area transit system that attracts far more riders by making key investments to improve public safety on transit and implement the Bay Area Transit Transformation Action Plan.



## Enhance Mobility & Access for All

Make it safer and easier for people of all ages and abilities to get to where they need to go by enhancing access for people walking, biking and wheeling, traffic calming, signal timing, pothole repairs, improved truck access, and other needs.

# Guiding Principles for Expenditure Plan



## **Equitable**

Prioritize funding in every investment category toward Equity Priority Communities, as well as other underserved demographic groups such as persons with disabilities, older adults, etc.



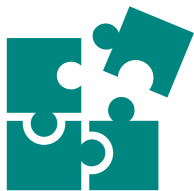
## **Climate-Friendly**

Ensure funding only flows to GHG-reducing or GHG-neutral projects by avoiding any investments that expand roadway capacity, which would make it more difficult to achieve our ambitious climate goals.



## **Adaptable**

Design the legislation be adjustable in the face of changing needs, allowing spending priorities to be adjusted over time and avoiding rigid project-specific expenditures.



## **Cohesive**

Create an expenditure plan that is greater than the sum of its parts, both to maximize regional impact but also to be able to clearly communicate to the public what the measure will deliver.

# New Proposed Funding Categories



## Transit Transformation

Sustain and/or expand transit service levels on bus, rail, and ferry lines to serve both current and future riders. Accelerate Transformation Action Plan improvements to the customer experience improve safety on transit and help fund the zero-emission transit transition.



## Safe Streets

Transform local roads to better address safety and achieve equity and climate goals, such as through expanded sidewalks and/or protected bicycle infrastructure, safety enhancements, traffic signal timing, improved pavement conditions.



## Connectivity

Fund mobility improvements that close gaps and relieve bottlenecks in the existing transportation network in a climate-neutral manner. Example project types include express lanes, rail-grade separations, rail extensions, and interchange modernizations.



## Climate Resilience

Fund planning, design and/or construction activities that protect transportation infrastructure from rising sea levels, flooding, wildfires, and extreme heat.



# Public Feedback on Potential Priorities

At pop-up workshops and in online surveys, participants shared their priorities for a future measure:

1. Main Streets
2. Transit Transformation
3. Transit Operating
4. Climate Resilience
5. Priority Projects



Prioritization Exercise at Summer Workshop. (Joey Kotfica, MTC/ABAG)

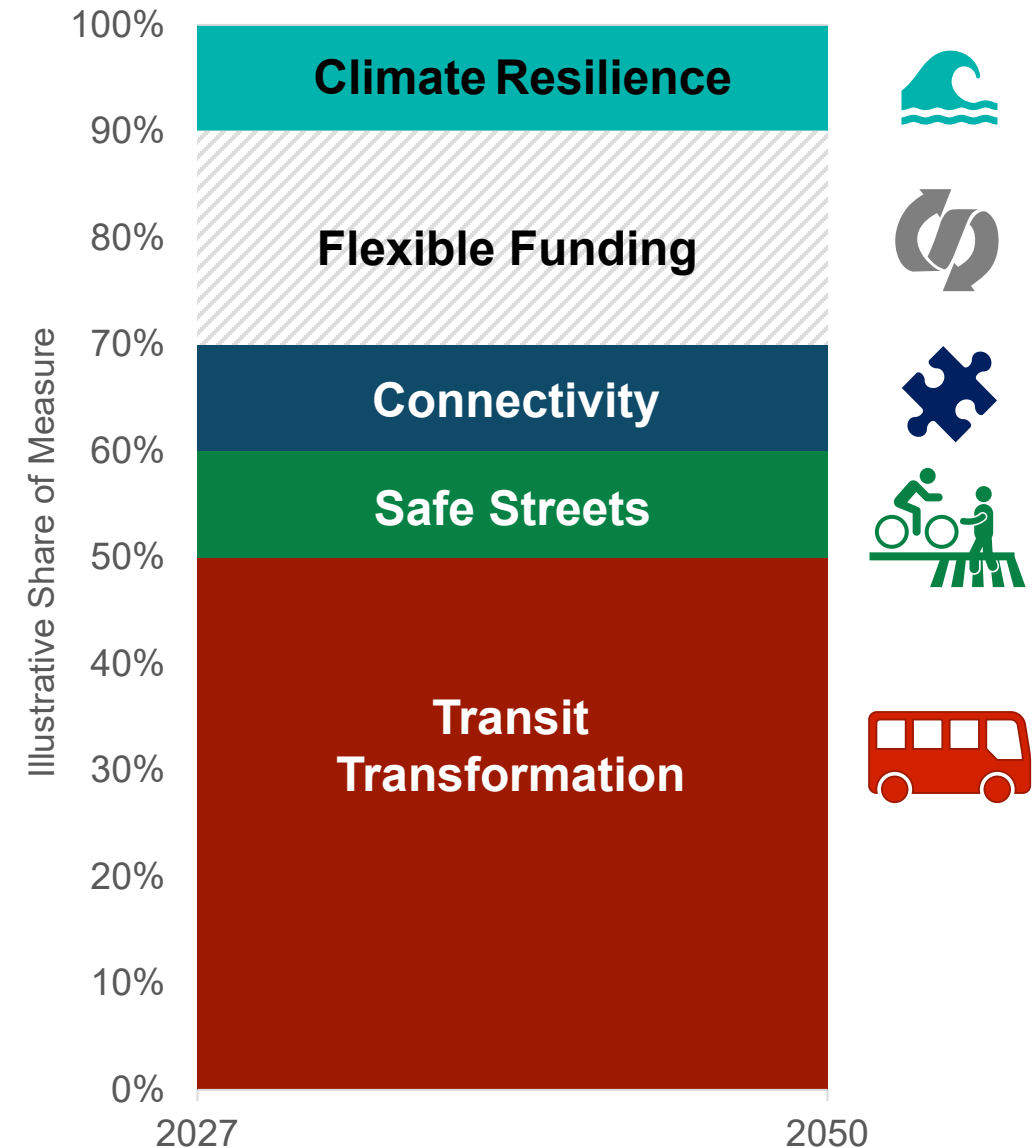
# Core Elements of Proposed Enabling Legislation

Topic	Summary	Rationale
<b>Geographic Area of Tax</b>	Authorize MTC to place on ballot within the nine counties or a subset (no fewer than five counties).	Precedent with MTC regional gas tax enabling statute and Bay Area Housing Finance Authority (BAHFA)
<b>Timing of Ballot Measure</b>	Allow on ballot November 2026 or later with no sunset. Permit subsequent ballot placement if unsuccessful. Duration to be determined by MTC.	Consistent with county transportation measure authorizations
<b>Tax Options &amp; Amount</b>	Authorize a menu of revenue options subject to a maximum rate. Allow multiple revenue options to be pursued sequentially.	Consistent with county transportation measure authorizations; BAHFA precedent
<b>Expenditure Priorities</b>	Specify core goals of measure and expenditure categories but leave open minimum shares for now.	Consistent with enabling legislation for county transportation measures
<b>Funding Distribution</b>	Leave open subject to further discussion of expenditure priorities and bill's overall approach (defining expenditure plan vs. delegating to MTC).	Too early – needs much more discussion



# Expenditure Plan Concept: Adaptable

- **Concept:** Specify a minimum share for each spending category but allow percentages to be adjusted over time, subject to public input and demonstration of need.
- **Flexible Funding:** Reserve portion of funds for a “flexible” category to enhance ability of measure’s revenues to be responsive to future needs.
- **How Much for Each Category?** *Shares shown at right are for illustration purposes only.* Recommend MTC adopt an initial concept **without** minimum percentages to allow for maximum consensus and coalition building during early part of legislative process.



# Analysis of Potential Funding Sources

- MTC evaluated six revenue options based on the following criteria:
  - Revenue volatility
  - Equity impacts
  - Economic impacts
  - Administrative burden
  - Co-benefits/disbenefits
- Tax rates were estimated for each revenue source based on rate needed to generate approximately \$1 billion/year.

## **Practical considerations:**

- Ultimately, what's most popular with voters and what's most politically feasible will determine which options to pursue.
- Possible to follow approach in AB 1487 (Chiu, 2019) – establishing the Bay Area Housing Finance Authority – providing a menu of options vs. a single revenue source.

# Summary of Tax Revenue Options Analyzed

Tax Type	Description	Tax Rate
<b>Sales tax</b>	Regional sales tax on the sale of tangible items. Some groceries are exempt.	0.5-cents
<b>Income tax</b>	Regional supplemental income tax paid by taxpayer – withheld from paycheck (can be limited to those with an income above a specified threshold and/or include tiered rates)	0.17%
<b>Payroll tax</b>	Employer-based tax on wages paid to employees, like Social Security. Can be structured to exempt small businesses.	0.36% taxable wages
<b>Corporate head tax</b>	Employer-based tax per employee. Can be structured to exempt small businesses.	\$216/employee
<b>Parcel tax</b>	Flat tax per parcel of real property, can exempt certain taxpayers (e.g., seniors). Note: option to impose per square foot which would lower rate for average homeowner.	\$467/parcel
<b>Road usage charge</b>	Tax based on miles driven. Also known as a Vehicle Miles Traveled (VMT) fee. Only exists on a pilot, voluntary basis today.	1.52-cents/mile

# Revenue Options Recommendation

- **Revise parcel tax to square footage basis and remove corporate head tax from menu; keep all others on the list.**
- **Explore a Bay Area-specific vehicle registration surcharge**
- **Rationale:**
  - **Parcel tax** – flat rate of \$467/year is too high to be politically viable, but some stakeholders recommend exploring a “per square foot” rate and split roll approach that could result in lower tax rate for most homeowners.
  - **Corporate head tax** – high administrative burden for MTC with no simple tax to “piggyback” upon. Additional concerns identified that a flat tax per employee is less equitable than a payroll tax (from employer standpoint) and options to mitigate those concerns would be administratively burdensome and hard to communicate.
  - **Registration surcharge** has nexus to transportation and would be a stable, new funding source. Limitation is major upgrade to DMV vehicle database makes this option not viable before 2029, according to DMV.

# Policy Reforms May Accompany Legislation

- Commissioners and some stakeholders have expressed an interest in including policy changes related to public transit in regional measure enabling legislation.

**Are there specific policy topics that should be considered for inclusion in the legislation?**

# What's Next?



## Continue Stakeholder Outreach

Continue dialogues with partners and stakeholders on tradeoffs associated with expenditures, revenue options, and potential policy requirements.



## Public Opinion Poll Results

Poll is underway of Bay Area voters to seek feedback on measure's goals, potential revenue options and expenditure plan priorities to inform enabling legislation. Results will be available by December Joint Legislation Committee.



## Legislative Outreach

Brief Bay Area legislators on proposed approach and seek their feedback to inform proposed legislation



Dear Executive Director Fremier and MTC staff,  
cc: Rebecca Long and Dave Vautin

Thank you for taking the time to meet with Voices for Public Transportation and consider our feedback on both revenue sources and expenditure priorities within a future transportation regional measure. As you move forward in crafting the initial concept for the measure, polling and authorizing legislation, we hope you will prioritize:

- Including progressive revenue sources in the enabling legislation
- Raising the funding we need - more than one billion dollars annually - to meet the region's public transportation fiscal needs
- Funding to stabilize, expand, and improve service throughout the region

As a coalition of more than fifty labor, community-based organizations, and equity advocacy groups with members who live, work, and travel in the Bay Area, we know that our transportation system is essential for the health and wellness of our communities, environment, and economy. **A new regional transportation measure should expand and improve public transportation throughout the region** rather than just preserving the status quo. We know that over \$700 million is needed by fiscal year 2026, and costs to simply maintain existing transit service will increase through 2030. Thus **a new regional transportation measure needs to raise well over one billion dollars annually** if it is to have a transformative impact on our regional transportation network.

In addition to ensuring equitable and sufficient expenditures, **a transformative equitable measure must be funded through a progressive revenue source**. Proposed options such as an income tax, a payroll tax, a graduated parcel tax and a per-employee head tax and a VMT tax could all be structured to ensure that the burden of paying for improved transportation options does not fall most heavily on those with the least resources.

Voices for Public Transportation's vision is that residents - regardless of race, class, gender, sexual orientation, age, or ability - enjoy accessible transportation options that reliably, affordably, and conveniently get us where we need to go around the region. We have the power to do this by passing a game-changing regional funding measure that will enhance our freedom of movement, while at the same time creating good-paying green union jobs, and contributing to a clean and healthy environment by reducing car trips, carbon emissions, and particulate pollution.

We appreciate the opportunity to weigh in on this important process. Voices for Public Transportation is always available to be your partner in crafting and passing the best regional transportation measure possible.

On behalf of the Voices for Public Transportation Coordinating Committee, thank you for your consideration.



Zack Deutsch-Gross  
Policy Director  
Amy Thomson  
Transportation Policy and Programs Manager  
TransForm



Bob Allen  
Policy & Advocacy Campaign Director  
Urban Habitat



Mary Lim, J.D.  
Executive Director  
Genesis



Richard Marcantonio  
Managing Attorney  
Laurel Paget-Seekins



Senior Policy Advocate, Transportation  
Public Advocates Inc.



Adina Levin  
Executive Director  
Friends of Caltrain



Dylan Fabris  
Community & Policy Manager  
San Francisco Transit Riders



Ian Griffiths  
Policy Director  
Seamless Bay Area

**Bay Area Near-Term Transit Shortfalls, Funding, and Accountability**

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**Subject:**

Proposed funding and accountability framework to address near-term transit operating shortfalls.

**Senate Bill (SB) 125 Funding and Accountability Requirements:**

Amendments to the California State Budget Act of 2023 provided immediate transit operating assistance to help avert the near-term transit operating fiscal cliff that has resulted from the COVID-19 pandemic and associated changes in travel patterns. Based on adopted formulas, the Bay Area is expected to receive an estimated \$400 million from the newly created Zero-Emission Transit Capital Program (ZETCP) over the next four years and an additional \$770 million from the Transit and Intercity Rail Capital Program (TIRCP) over the next two years. State action allows these funds to be used flexibly for capital or operating purposes, pursuant to Regional Transportation Planning Agency (RTPA) discretion. Consistent with prior MTC advocacy and supported by the possibility of leveraging between \$6 billion to \$8 billion in federal funds, staff recommend prioritizing completing the funding plans for BART to Silicon Valley Phase II and BART Core Capacity by using roughly \$725 million of TIRCP funding for capital purposes, leaving \$45 million in TIRCP and \$400 million in ZETCP available for operating purposes.

SB 125 guides the use of these funds and establishes accountability measures for RTPAs and transit operators receiving funding from ZETCP or TIRCP. By December 31, 2023, MTC must submit a Short-Term Financial Plan summarizing the regional strategy for using SB 125 funding, including the contribution of regional funds, the distribution of the financing between operators, and a summary of benefits rendered from the use of SB 125 funding. Additionally, MTC must collect and summarize data from operators on various topics, including expenditures on safety, opportunities for enhanced coordination and improvements, and monthly ridership statistics. By June 30, 2026, MTC must submit a Long-Term Financial Plan that demonstrates the implementation of ridership recovery strategies and provides a 5-year operating funding outlook.

### **Draft Standardized Shortfall Framework**

Operator-provided estimates produced using independent assumptions and at various stages of pandemic recovery total \$2.7 billion over the next five years (or \$1.1 billion for the next three years) for the Bay Area region. Transit operators like BART, San Francisco Municipal Transportation Agency (SFMTA), AC Transit, Caltrain, and Golden Gate Transit are expected to face the most acute financial challenges over the coming years due to the nature of their pre-pandemic revenue sources and the trends toward remote work.

Transit operators employ diverse assumptions for budget projections. To establish a level footing across operator forecasts, MTC collaborated with operator staff to standardize assumptions.

Table 1 outlines the draft framework for operating needs between Fiscal Year (FY) 2023-24 and FY 2025-26 under a standardized set of assumptions determined by MTC and informed by the requirements of SB 125. MTC made further adjustments to the shortfall estimates where necessary to ensure consistency across operators.

The standardized needs presented below are based on assumptions that may differ from those used by individual operators to estimate shortfalls for their financial outlooks and budgets. Additionally, they may not capture the full extent of needs anticipated by the region's operators. For example, in the shortfall estimates below, operators are held to a service level baseline consistent with FY 2021-22, in line with SB 125 reporting requirements. However, operators have restored service hours through FY 2022-23 in response to increasing demand, and many operators have further service increases planned over the next few fiscal years.

Table 1. Draft Distribution of SB 125 Operating Assistance Funding (Millions)

	FY 23-24	FY 24-25	FY 25-26	Total (\$)	Total (%)
SFMTA	\$0	\$99	\$209	\$309	39%
BART	\$0	\$58	\$294	\$352	45%
AC Transit	\$0	\$4	\$29	\$33	4%
Caltrain	\$0	\$0	\$25	\$25	3%
Golden Gate Transit	\$0	\$3	\$29	\$32	4%
Other Operators/ Focused Funding	\$0	\$20	\$20	\$40	8%
<b>Bay Area Total</b>	<b>\$0</b>	<b>\$197</b>	<b>\$594</b>	<b>\$791</b>	<b>100%</b>

With a total projected standardized shortfall of \$791 million between FY 2023-24 and FY 2025-26, the state support of \$445 million from TIRCP and ZETCP leaves a sizeable funding gap. As such, additional regional revenues will be needed to keep transit operational.

In discussions with state legislators leading up to the state budget funding for transit operations, MTC leadership had indicated the potential to contribute up to \$300 million from a menu of funds to help address the funding gap. Assembling the regional contribution will require tradeoff discussions related to shifting funding from transit capital maintenance, regional coordination programs, or local implementation of transportation and land use strategies identified in Plan Bay Area 2050 to transit operations. Funding sources under consideration include unprogrammed Federal Transit Administration formula funds, bridge tolls, State Transit Assistance Population-Based funds, and federal funds that support the One Bay Area Grant program. The Short-Term Financial Plan must identify specific regional funding sources and amounts to address the operating needs. However, programming and allocation of regional funds would be contingent upon later Commission action.

State funding and the \$300 million regional contribution are still expected to fall short of fully addressing the \$791 million near-term operating shortfall, leaving a remaining gap of roughly \$45 million in FY 2025-26. Additional revenues, a reduction in costs, or substantial increases in fare revenue will be needed to close the gap.

### **Proposed Funding Framework**

The proposed funding framework made available to address these standardized shortfalls is informed by principles identified by MTC in partnership with transit operators. These principles prioritize funding for operators with the direst shortfalls and ensure service protection for the most riders and the transit-dependent. The principles also highlight the need for accountability in exchange for funding, consistency in forecast development across operators, and flexibility to adjust as conditions change.

In particular, MTC will seek to balance flexibility to adjust to changing conditions by giving operators advance notice of the funding they can expect to receive for agency budgeting purposes. As such, the distribution framework will be revisited on a rolling basis, beginning in advance of the development of FY 2024-25 transit agency budgets, slated for Spring 2024.

### **Transit Operator Efforts to Encourage Ridership Recovery and Retention**

Guided by the Transit Transformation Action Plan and supported by over \$85 million in funding assembled by MTC to support the implementation of the Transit Transformation Action Plan, Bay Area transit operators are engaged in a multipronged effort to recover and retain ridership. Operators have made low- or no-cost changes to reallocate service, improving equity, efficiency, and connectivity. High-impact projects are underway to improve safety, security, and cleanliness, detect and deter fare evasion, and improve transit reliability and customer experience. They will be rolled out over the coming years. Throughout this work, regional coordination and equity are throughlines, bolstered by MTC's new Regional Network Management functions and equity-advancing programs like Clipper<sup>®</sup> START means-based fares and investments in Equity Priority Communities through the newly created Community Action Resource and Empowerment (CARE) program.

In accordance with SB 125's accountability guidelines, MTC will collaborate with operators on specific enhancements, such as real-time data upgrades, major event coordination, fare integration, coordinated planning, safety/security improvements, and other customer-focused coordination and efficiency enhancements. MTC will develop milestones, monitor regional progress toward these goals, and assess opportunities to augment existing Transit Transformation Action Plan funding to assist with delivering these enhancements.

**Next Steps:**

Staff will continue to work with operators to refine the proposed funding and accountability framework, aiming to return to the Commission to approve the Final Distribution Framework and share an informational update on the Short-Term Plan in November. To meet the December 31, 2023 submittal deadline, staff will return to the Commission in December to request the adoption of the Short-Term Financial Plan. Concurrently, MTC and operators will continue to develop and implement customer-focused improvements in line with the Transit Transformation Action Plan.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: PowerPoint

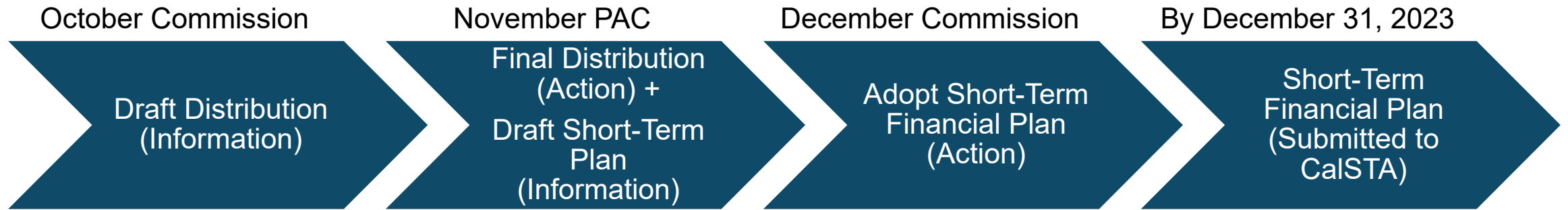
# Bay Area Near-Term Transit Shortfalls, Funding, and Accountability



**METROPOLITAN  
TRANSPORTATION  
COMMISSION**

**Attachment B  
November 17, 2023**

# Commission Action Look Ahead



***MTC and operators working simultaneously to implement customer-focused improvements in line with Transit Transformation Action Plan***



# State Budget Bill, AB 102, Provides a Transit Lifeline

- \$2 Billion in TIRCP (\$4B intended over two years)
  - Bay Area share over two years expected to be \$770M
  - These funds are currently committed to capital projects through MTC's Major Project Advancement Policy and TIRCP Framework
- \$1.1 Billion for New Zero Emission Capital Program
  - Bay Area share expected to be ~\$400M
- Both Funding Programs Have Flexibility to Use Funds for Operations
- Trailer Bill (SB 125) Spells Out Accountability Requirements

# MTC Draft TIRCP Recommendation

- Prioritize completing funding plan for BART to Silicon Valley Phase II & BART Core Capacity to deliver voter-approved priority projects and leverage \$6 - \$8 billion in federal funds.
- Consider use of remaining ~ \$45 million for transit operating needs in FY 2025-26

Agency	Project	Estimate Based on FY2023-24 State Budget and SB 125	Notes
BART	Core Capacity: <ul style="list-style-type: none"> <li>• Rail Cars and Storage</li> <li>• Traction Power</li> <li>• Train Control System</li> </ul>	\$350 Million	Continued funding for key elements of BART system
Santa Clara Valley Transportation Authority	BART to Silicon Valley Phase II	\$375 Million	Funding commitment reinforces FTA Capital Investment Grant Request
TBD	TBD	\$45 Million	Reserve for Operating
Total		\$770 Million	

# SB 125 Requirements

Due December  
2023 for  
FY2023-24  
Allocation

Revised and  
resubmitted on a  
rolling basis to  
receive funding  
in future years

## Short-Term Financial Plan (Through FY 25-26)

- Regional strategy for using SB 125 funding for capital versus operating purposes
- Identification of regional funding contribution to address funding gap
- Operator-level distribution of SB 125 funding
- Description of benefits of SB 125 funding (e.g., ridership, equity, service hours)

## Regional Transit Operator Data

- Information on asset management, revenue collection, and safety expenditures
- Summary of current and planned service
- Opportunities for enhanced coordination and customer-focused improvements
- Monthly ridership data posted to the MTC website

## Long-Term Financial Plan

- Demonstration of implementation of ridership recovery strategies
- 5-year forecast of operating funding requirements

Due June 2026

# MTC Draft Principles to Address Shortfalls



Use state and regional funds for transit operations to address most dire shortfalls and avoid service cuts



Prioritize high-ridership agencies and the provision of service for transit-dependent riders



Incentivize accountability of transit operators to improve coordination and customer experience



Preserve flexibility to adjust distribution year to year as circumstances change



Ensure consistency and level footing across operator shortfall forecasts



Minimize impact to non-operating/capital and state of good repair programs

# Transit Agency Shortfall Estimates




Operator-provided estimates (with varied assumptions) total \$2.7 billion over the next five years, or \$1.1 billion through 2026.

	FY 23-24	FY 24-25	FY 25-26	FY 26-27	FY 27-28	Shortfall Total
SFMTA	\$0	\$119	\$231	\$247	\$270	\$867
BART	\$0	\$93	\$322	\$298	\$342	\$1,054
AC Transit	\$1	\$4	\$50	\$54	\$24	\$133
Caltrain	\$0	\$0	\$33	\$58	\$57	\$149
Golden Gate Transit	\$0	\$83	\$94	\$98	\$106	\$381
Small/Medium Operators	\$22	\$22	\$20	\$21	\$25	\$110
<b>Bay Area Total</b>	<b>\$23</b>	<b>\$320</b>	<b>\$750</b>	<b>\$776</b>	<b>\$825</b>	<b>\$2,693</b>

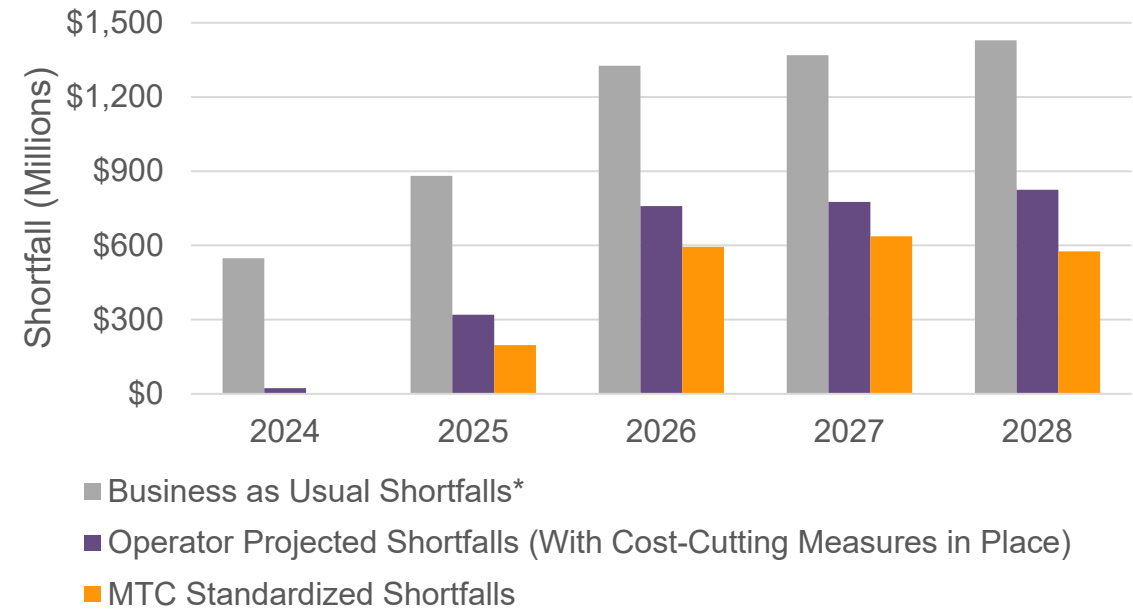
**Note:** Shortfall amounts as reported to transit agency boards, as of Summer 2023. Amounts are reported in millions.

# Transit Operator Efforts Have Extended the Life of Federal Relief Funds

FY2022-23 Monthly Average Trips

11 Million	 <ul style="list-style-type: none"> <li>• Reduced overall number of agency staff and limited hiring to key positions</li> <li>• Increased transit staff efficiency, so able to provide more service without adding staff</li> </ul>
4 Million	 <ul style="list-style-type: none"> <li>• Redesign service plan to decrease wait times and reduce maintenance costs</li> </ul>
3 Million	 <ul style="list-style-type: none"> <li>• Cut service by 15% and redistribute service to high-ridership routes</li> <li>• Hold budget flat between FY23 and FY24</li> </ul>

Projected Shortfalls



\* Business as Usual shortfalls estimated by MTC based on service hours relative to 2019.

## 5-Year Total Projected Shortfalls

- Business as Usual Shortfalls: >\$5 billion
- Operator Projected Shortfalls: \$2.7 billion
- MTC Standardized Shortfalls: \$2.0 billion



## Safety, Security & Cleanliness Enhancements

- Increased presence of police and trained ambassadors
- More frequent cleaning of vehicles and stations



## Service Redesigns

- Reallocation of service to respond to changing trends
- Network changes to improve equity, efficiency, and connectivity



## System Improvements

- Capital projects to improve reliability
- New methods to detect and deter fare evasion
- Customer amenities including Wi-Fi and public art



## Equity Focus

- 50% fare discounts for low-income riders regionwide through ClipperSTART
- Prioritization of high-ridership routes in Equity Priority Communities



## New Funding for Essential Service

- MTC, operators and advocates partner to cultivate new funding sources to sustain essential transit service



## Regional Coordination

- RNM to oversee regional coordination
- Transit 2050+ Connected Network Plan
- Other efforts to re-organize for efficiency and capacity

# Transit Operator Efforts to Improve Customer Experience and Grow Ridership



# Standardization: Assist With Funding Gap Estimates & Tool for Funding Distribution

- MTC worked with Bay Area transit operators to understand shortfall assumptions and build consensus around standardization
- Standardized needs are based on 2022 service levels, per SB 125 requirements – representing 1 million fewer service hours per year than the region has today
- Existing resources, operator contributions or new funding will need to be marshalled to help close the funding gap and cover the costs of completed and planned service restoration

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## Areas of Standardization/Adjustment

Consistent inflation assumption across operators

Baseline service levels / no service increases

Increase TDA/STA revenue annually by inflation

Limit deferrable operating to capital transfers

Labor vacancy assumptions

Identify additional potential local funding contributions

---



# 3-Year “Standardized” Need Framework



Confirm in 2024



Revisit in 2025

Amounts are reported in millions

	FY 23-24	FY 24-25	FY 25-26	Total (\$)	Total (%)
SFMTA	\$0	\$99	\$209	<b>\$309</b>	<b>39%</b>
BART	\$0	\$58	\$294	<b>\$352</b>	<b>45%</b>
AC Transit	\$0	\$4	\$29	<b>\$33</b>	<b>4%</b>
Caltrain	\$0	\$0	\$25	<b>\$25</b>	<b>3%</b>
Golden Gate Transit	\$0	\$3	\$29	<b>\$32</b>	<b>4%</b>
Other Operators/Focused Funding	\$0	\$20	\$20	<b>\$40</b>	<b>5%</b>
<b>Bay Area Total</b>	<b>\$0</b>	<b>\$185</b>	<b>\$606</b>	<b>\$791</b>	<b>100%</b>

The numbers in the table above represent the shortfalls forecasted under standardizing assumptions provided by MTC.

To adapt to changing circumstances, the distribution will be reassessed on a rolling basis, beginning prior to FY24-25.

# State Funds Fall Short of Addressing the Bay Area's Funding Needs

- Resources are insufficient to cover shortfalls estimated by operators beginning in FY 25-26.
- Additional revenues, lower costs or significantly higher ridership/fares needed to address gap

Amounts are reported in millions

	FY 23-24	FY 24-25	FY 25-26**	Total
Standardized Shortfall	\$0	\$185	\$606	\$791
Zero Emission Program/State Budget Funding	\$0	\$140	\$262	\$402
TIRCP*	\$0	\$45		\$45
<b>Funding Gap (State Funds)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$344</b>	<b>\$344</b>

\* TIRCP availability for operations support is subject to Commission action.

\*\* Includes \$84M of FY26-27 ZETCP funding

# Regional Contribution to Help Address Gap

- MTC Estimates \$300M Could be Redirected to Fund Operations
- Redirection of Funds will Require Significant Trade Offs
- Final Regional Contribution Depends on Updated Shortfalls and Continued State Budget Advocacy

Fund Source	Amount (\$M)	Typical Recipient	Typical Usage
Unprogrammed FTA Formula Funds	\$125	Transit Operators	Transit State of Good Repair
Bridge Tolls	\$20 - \$30	Express Bus and Ferry Operators	Operations Program Funding
State Transit Assistance (Population-Based)	\$20 - \$30	MTC to support regional transit programs	Regional Programs (i.e., Clipper, Fare Programs)
Surface Transportation Funding (STP/CMAQ)	\$80 - \$115	CTAs/Local Jurisdictions/ MTC/Regional Project Sponsors	OBAG – Bike/Ped, Other County Priorities, Regional Programs
<b>Total</b>	<b>\$245 - \$300</b>		

# Significant Gap Remains to Sustain Transit Service Until New Revenue Measure in 2026

- Resources are insufficient to cover shortfalls estimated by operators beginning in FY 25-26.
- Additional revenues, lower costs or significantly higher ridership/fares needed to address gap

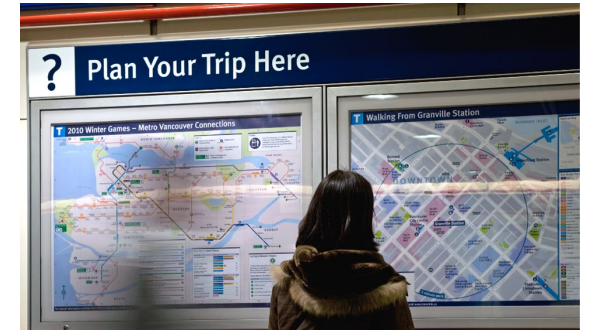
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Zero Emission Program/State Budget Funding	\$0	\$140	\$262	\$402
TIRCP	\$0	\$45		\$45
<b>Funding Gap (State Funds)</b>	<b>\$0</b>	<b>\$0</b>	<b>\$344</b>	<b>\$344</b>
Regional Funds (high-end of range)	\$0	\$0	\$300	\$300
<b>Funding Gap (State + Regional Funds)*</b>	<b>\$0</b>	<b>\$0</b>	<b>\$44</b>	<b>\$44</b>

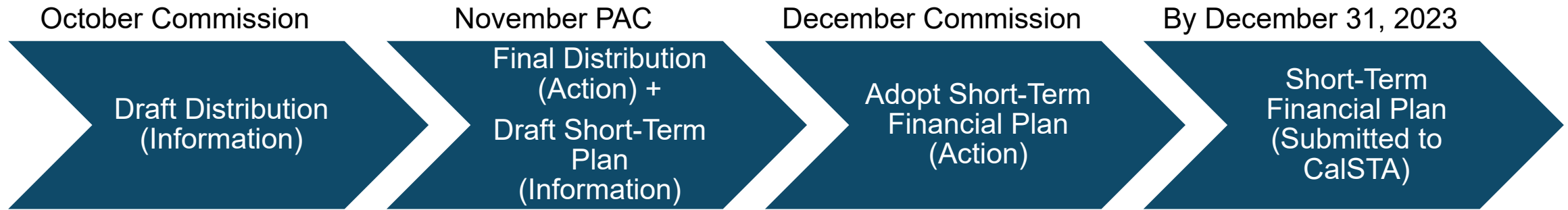
\* \$44 million in funding is needed to fully cover the *standardized* shortfalls based on 2022 service levels. As operators continue to restore service in response to changing demand, the funding gap is anticipated to grow.

# State and Regional Funding Conditioned on Customer Experience & Efficiency Enhancements

- MTC and Operators to Collaborate on Delivery of Transit Transformation Action Plan and Other Improvements Including:
  - Fares and Payment Initiatives
  - Customer Information
  - Transit Network Priority
  - Accessibility
  - Safety and Security
  - Other (i.e., Service Coordination and Optimization)
- Progress Milestones to be met prior to distribution of funds
- Commission reserves the right to condition funds to delivering specific initiatives at a future date pending coordination with Regional Network Management Council
- Potential for MTC to augment funding to assist with implementation of customer experience & efficiency enhancements



# Upcoming Milestones



***MTC and operators working simultaneously to implement customer-focused improvements in line with Transit Transformation Action Plan***

# Look-Ahead: Potential Regional Transportation Measure

- A regional transportation measure - such as a sales tax or road usage charge - could generate meaningful revenue for transportation
- Work is underway now to explore the feasibility of generating new revenues as early as 2026
- New revenues could supplement state and regional funds discussed today to restore and sustain operations beyond the 2022 service baseline used to estimate the standardized shortfalls

## *Upcoming Activities*



Further Analysis of Funding Options & Outcomes



Continued Stakeholder Outreach



Public Opinion Poll this Fall

**Metropolitan Transportation Commission**  
**Policy Advisory Council Equity & Access Subcommittee**

**Packet Contents**

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**Subject:**

The Policy Advisory Council (Council) and Council Equity & Access Subcommittee meetings scheduled for November 17, 2023, are canceled due to the Asia-Pacific Economic Cooperation (APEC) meeting with several heads of state in attendance. This email contains the packet information that would have been presented, and staff requests your feedback. Comments received will be distributed to the appropriate staff for input and added to the December Council packet.

**Issues:**

None identified.

**Recommendations:**

Information.

**Attachments:**

- Attachment A: Regional Transit Connection (RTC) Program Update
- Attachment B: Transformation Action Plan Action 22, One-Seat Ride Pilot Program Draft Concepts



## Regional Transit Connection (RTC) Program Update

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**Subject:**

RTC Program update on the new Verifier transition.

**Background:**

The RTC discount card is available to persons with qualifying disabilities. Individuals may use the card as proof of eligibility to receive discounted fares on fixed-route bus, rail, and ferry systems throughout the San Francisco Bay Area. The RTC discount card is also a Clipper® card, and individuals can add cash value or passes to their card. Each transit agency's specific fare information and discounts can be found on their respective websites. Applications for the program are verified for eligibility against the program guidelines by a verifier.

MTC staff presented to the Policy Advisory Council Equity and Access Subcommittee on August 26, 2022 regarding a general update that MTC took over administration of the RTC program and that it will be publicly rebranded as the Clipper Access program in the near future. MTC staff also presented an update on the procurement process for a new eligibility verifier for the RTC program at the Regional Network Management Customer Advisory Group (formerly the Policy Advisory Council Transit Transformation Action Plan Subcommittee) at the June 12, 2023 meeting. It was noted in that update that staff received approval for a contract with TransSIGHT as the new verifier of the program.

TransSIGHT began work in July 2023. They completed a two-month transition period from July through August which included trainings on the RTC program's policies and procedures, Clipper's personally identifiable information (PII) policies, and the RTC Salesforce database, among other key trainings for the verifier of the program. During this transition period, the now former verifier, Cordoba, continued operations of the program. Beginning September 1, 2023, TransSIGHT's operations as the verifier of the RTC program commenced. TransSIGHT is currently fully operational as the RTC verifier, with MTC providing support as needed as the administrator of the program.

Issues:

None identified.

**Recommendations:**

None. Informational item.

**Attachments:**

- None.

**Transformation Action Plan Action 22, One-Seat Ride Pilot Program Draft Concepts**

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**Subject:**

Draft Concepts of the Transformation Action Plan Action 22, One-Seat Ride Pilot Program.

**Background:**

Action 22 of the Transformation Action Plan is to “fund additional subregional one-seat ADA paratransit ride pilots and develop cost-sharing policies for cross jurisdictional ADA paratransit trips.” This item provides a progress update on Action 22.

As with fixed route, traveling across transit agency service boundaries on a paratransit ride necessitates a transfer between vehicles. Although paratransit transfer trips account for around 10% of all paratransit trips, they have an outsized impact on paratransit operations. While riders need only to book the trip through the agency managing the trip origination, it takes considerable resources and time for transit agencies to book, schedule, dispatch and deliver a cross-jurisdictional paratransit trip. The trip itself can be very expensive for both the agency and the rider, can take several hours, and can be arduous for the rider due to the transfer process.

Transfers often do not go smoothly, leaving riders in potentially vulnerable situations while awaiting their next vehicle. Instead, a one-seat paratransit ride is a trip to a rider’s final destination without transferring vehicles when crossing transit agency service boundaries.

MTC’s One-Seat Ride Pilot Program is intended to test different concepts for delivering non-transfer paratransit trips to improve paratransit service for riders traveling across transit agency boundaries.

**Progress Update**

Staff developed a draft list of service concepts for delivering a non-transfer paratransit trip. The draft concepts list also provides background on existing Bay Area one-seat ride pilots and proposes methods to focus pilot service on existing transfer trip demand. In September, staff held two information sessions with transit agency and contracted paratransit staff, as well as two information session with members of the Bay Area’s nine county paratransit coordinating councils to discuss the concepts, receive feedback, and field questions about the pilot program. Following these meetings, staff revised the draft concepts (Attachment A, Transformation Action

Plan One-Seat Ride Pilot Program Draft Concepts) to include more examples of non-transfer paratransit trips service within the Bay Area.

Staff has identified \$1 million for the program and is aiming to fund three additional pilots, which will each last approximately one year.

**Next Steps**

Staff plans to revise the draft concepts based upon additional input and develop draft guidelines for transit agency pilot proposals over the next month and a half. Staff will return in the late winter or early spring with draft guidelines before issuing a call for proposals to transit agencies in spring 2024. Following the pilot awards, staff will work with agencies to evaluate service during and after the pilots.

Later in 2024, staff will begin working on the second part of Action 22, which will examine formal and informal cost-sharing agreements for cross-jurisdictional paratransit trips, and potentially develop new cost-sharing agreements. This work will also include evaluating and identifying safer transfer points and policies for cross-jurisdictional paratransit trips.

**Issues:**

None identified.

**Recommendations:**

Information

**Attachments:**

- Attachment A: Transformation Action Plan One-Seat Ride Pilot Program Draft Concepts



METROPOLITAN  
TRANSPORTATION  
COMMISSION

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## Transformation Action Plan

### One-Seat Ride Pilot Program Draft Concepts (*October 2023*)

#### Contents

- **Concept of the One-Seat Ride Pilot Program**
- **Existing One-Seat Ride Delivery Models in the Bay Area**
- **Proposed Methods to Focus One-Seat Ride Service on Existing Transfer Trip Demand**

#### Concept of the One-Seat Ride Pilot Program

A One-Seat Ride (OSR) program provides ADA paratransit rides across existing transit agency service-area boundaries without requiring a transfer. OSR service should continue to be shared-ride service to the extent possible.

The intent of the OSR pilot program is to focus service principally on ADA paratransit trips that are currently being made with transfers. Since paratransit vehicle transfers would no longer need to be coordinated, riders would receive more convenient service while transit agencies (in theory) could achieve cost savings or at least avoid incurring added costs. Testing whether this mutual benefit is achievable in practice is one of the aims of the OSR pilot program.

## Existing One-Seat Ride Delivery Models in the Bay Area

### a. Limited overlapping service. Each agency serves its own customers

**Example:** Santa Rosa CityBus and Sonoma County Transit (SCT)

SCT already operates within Santa Rosa with at least two routes that go all the way through the city, but its ADA service area leaves out much of the city. Under their agreement, SCT now takes its customers to and from anywhere in the Santa Rosa ADA area. Typically, this would take an SCT paratransit vehicle no more than a mile beyond the strict ADA paratransit service area.

For its part, Santa Rosa, whose ADA service area roughly corresponds to the city limits, takes its customers to and from points within the SCT ADA corridors extending roughly two miles beyond the Santa Rosa ADA area.

This arrangement requires no on-going coordination or cost-sharing agreement between the two agencies and allows riders to arrange their trips using procedures they are already familiar with. The arrangement was implemented during the pandemic as a way to reduce contact between riders and drivers.

**Application:** Where two agencies with overlapping service areas maintain separate ADA paratransit operations. Any two agencies with adjoining service areas could agree to extend their service by a limited amount, creating areas of service overlap that would include many of the most-desired cross-boundary trips.

### b. Service beyond existing corridors within another agency's service area

**Example:** Golden Gate Transit and East Bay Paratransit (EBP) service in San Francisco

Both Golden Gate and East Bay Paratransit (BART) have obligations within San Francisco, including trips to and from limited corridors in San Francisco and Marin / the East Bay respectively. Both Golden Gate and EBP provide one-seat ride trips for their customers to and from anywhere in San Francisco and their home jurisdiction. This includes customers who live in San Francisco. Without this arrangement,

transfers would need to be arranged between San Francisco Paratransit and both Golden Gate and EBP. In consideration of the effort that San Francisco is spared by this arrangement, the San Francisco Paratransit pays a portion of the trip cost.

**Application:** Applies where one agency already has an ADA paratransit obligation in a neighboring jurisdiction.

**c. Third-party, non-dedicated operators for non-overlapping areas**

**Example:** Solano Inter-city Taxi

The Solano Transportation Authority STA (aka Solano Mobility) operates a taxi subsidy program that allows ADA paratransit registrants to travel between jurisdictions within Solano County. This enables ADA registrants to travel between Vallejo/Benicia, Fairfield, Vacaville, Rio Vista, and Dixon. The system uses a prepaid card. Credit available for taxi rides can be purchased in increments of \$100 for \$40 (or \$20 for qualified low-income users). Accessible vehicles are available, operated by a separate vendor. Fares are based on a zone system. Some representative fares (before the discount) are:

- Vallejo – Fairfield: \$65
- Fairfield – Vacaville: \$35
- Vacaville – Dixon: \$35

STA's scope is the entire county, but taxis are licensed by individual cities. As a result, users typically need to call two different companies for their going and return trips.

**Application:** In principle, a similar program could be created wherever two agencies have non-overlapping (or minimally overlapping) service areas. There may be few other cases where an umbrella agency covering multiple agencies could implement a similar program. Where there is no appropriate umbrella agency, the transit agencies would need to negotiate some division of responsibilities for a joint

program. Although the Solano program uses taxis, a similar program could use TNCs instead of taxis. A wheelchair accessible option would be required.

**d. Dedicated Contractor**

**Example:** Contra Costa County One Seat Regional Ride Program

County Connection contracts for one-seat ride service on behalf of itself, Tri-Delta Transit, WestCAT, and LAVTA (East Bay Paratransit does not participate). County Connection bills the participating transit agencies based on miles of service provided to riders within each of their service areas.

The contract is with County Connection's regular provider of ADA paratransit service, Transdev. Transdev in turn contracts with a supplemental provider that works with a flexible pool of independent contractors. This arrangement reduces costs compared to using the regular paratransit fleet, both because the supplemental provider has lower rates and because the regular fleet vehicles are not sent out of the service area. However, there are times when the supplemental provider is unable to provide a trip, resulting in the need for a "rescue trip" provided using CCCTA's regular ADA paratransit fleet.

**Application:** In principle any agency could administer a similar program for itself and one or more adjoining agencies.

**e. One agency extends service into a neighboring jurisdiction**

**Examples:** SamTrans service into Santa Clara; WestCAT service to Richmond and San Pablo



The San Mateo County Transit District (SamTrans) operates some routes in Santa Clara County, but provides ADA paratransit even beyond that, including three specific destinations: the Palo Alto Veterans Administration Medical Center; the Vista Center for the Blind and Visually Impaired; and the REACH program. These locations provide unique services that are not available in San Mateo County. SamTrans does not plan to add more locations.

The Western Contra Costa Transit Authority (WestCAT) provides trips for medical appointments and county services to and from the neighboring cities of San Pablo and Richmond. The service is limited to certain hours on weekdays. It avoids the need to arrange a transfer and only takes a vehicle five to ten minutes out of the way.

**Application:** Applies where an agency can include specific destinations that are requested frequently by its riders and would not cause undue hardship for existing service.

## **Proposed Methods to Focus One-Seat Ride Service on Existing Transfer Trip Demand**

One-Seat Ride service is not a required component of ADA paratransit since it requires operation beyond any one agency's  $\frac{3}{4}$ -mile corridor. Therefore, other ADA service criteria regarding fares, trip limits, service hours, etc. do not apply either. This allows for multiple ways to manage cross-jurisdiction trip demand, to keep it similar to the existing level of demand.

Managing demand will reduce financial risks, avoid creating unrealistic expectations, and allow multiple concepts to be tested with the funds available in this pilot program. Some demand management features that may be appropriate in the pilot program are listed below.

**a. Limited-service area**

One concern about one-seat ride service is that vehicles can be taken far from an operator's core service area, resulting in a lot of unproductive vehicle time that is unavailable for ADA-mandated service. To address this concern, one-seat ride service could be restricted to areas where providing service would require the least amount of unproductive travel beyond an agency's service area. These are also likely to be where there is the greatest demand and, as a result, the greatest opportunity to reduce transfers. The Sonoma County program described earlier is an example of a limited-service area one-seat ride program.

**b. Limited number of trips per person**

Although the ADA regulations prohibit trip limits, no such prohibition would apply to a one-seat ride program. A monthly trip limit per rider would avoid the potential for a handful of riders to use most of the available budget taking frequent rides. In the same vein, subscription trips (trips on a repeated or recurring basis, such as to school, work, religious services, dialysis treatment, etc.) could also be excluded from the pilot.

**c. Non-standard fare**

Currently, the fare of a transfer trip is the combined fare of the two participating agencies' fares. One-seat ride fares could be assessed using other methods, including distance-based and means-based. It would be reasonable to charge up to an amount equivalent to the combined fares of the two participating agencies.

**d. Specific times of service**

It may be possible to create a quasi-scheduled shuttle service that would provide trips between specified destinations in each agency's service area. In practice, there are few examples of such service. Soltrans at one time attempted to provide scheduled paratransit service for its riders linking to East Bay Paratransit but found it operationally difficult. Shopping shuttles (described below under "Trip purpose limitations") may be a more feasible concept.

**e. Off-peak hours only**

As noted, transit agencies may be concerned about one-seat rides taking much-needed vehicles far from the regular service area, making them unavailable to carry ADA-mandated trips. A one-seat ride pilot limited to off-peak hours would minimize this issue. Paratransit demand typically peaks around 8 AM and around 2 PM, so a downside of this approach could be very limited hours for one-seat rides.

**f. Trip purpose limitations**

One-seat ride trips could be limited to certain purposes, for example shopping or medical appointments. In the case of shopping trips, an agency could establish a flexible shuttle service that goes to specific destinations, typically local shopping complexes. Typically, a vehicle collects riders at their homes and goes to the shopping location where the driver may wait for an hour or so before returning to riders' homes. Typically, a weekly schedule identifies a specific location for each day of the week. (San Francisco operates a program of this type, limited to destinations within San Francisco, called Shop-a-Round - <https://www.sfmta.com/getting-around/accessibility/shop-round.>)

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** FW: RESPONSE REQUIRED: Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)  
**Date:** Monday, December 11, 2023 2:51:59 PM

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**From:** Diana Benitez  
**Sent:** Wednesday, November 29, 2023 9:18 PM  
**To:** Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Cc:** Ky-Nam Miller <[kmiller@bayareametro.gov](mailto:kmiller@bayareametro.gov)>  
**Subject:** Re: Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)

**\*External Email\***

Hello Martha and Ky-Nam,

Here are my comments and questions for the packet we received in lieu of the November meeting and some questions I have as a new council member.

Thank you!

### **General Questions and Comment (not from the November Packet)**

- Round 1 Engagement of Plan Bay Area 2050+ had 1 pop-up at College of Marin in Kenfield.
- For Round 2, we would recommend pop-ups in Marin City and San Rafael (two Equity Priority Communities in Marin County).
- Question: Is it a conflict of interest for my organization, Canal Alliance, to get funding from MTC to do engagement on Plan Bay Area 2050+? Canal Alliance is developing a neighborhood community plan in the Canal neighborhood of San Rafael (Equity Priority Community) over the next few years that will touch on transportation, climate adaptation, and housing. This is an opportunity to integrate your survey or for us to share related feedback from our engagement tools.

### **November Council Packet**

Thank you for providing detailed memo's and clear presentations. This is helpful information and it takes a lot of time and effort to clearly state and visualize this complex information

- I agree with the three focus areas, expenditure priorities and guiding principles for the measure. I appreciate the tie backs to what you heard in stakeholder and community engagement.
- Page 10: A draft guiding principle on equity, "Equity Priority Communities and other marginalized groups, such as older adults and persons with disabilities". How are the other marginalized groups determined? Should I refer to the Equity Priority Communities Framework?
- Page 10: A draft guiding principle on climate, "The expenditure plan should

meaningfully reduce greenhouse gas (GHG) emissions from the transportation sector”. And the presentation mentioned GHG-neutral or GHG-reducing. What metric goal are we using to count as meaningfully reducing?

- Page 12: I like the idea of shaping a budget with deep and meaningful community engagement akin to participatory budgeting. This process takes longer, but produces more agreement that will lead to more votes. There also needs to be transparency on what funding we need to accomplish what has been planned for.
- Page 13: Partnership Board raised good points and I'd like to hear more about how the measure would support all 9-counties and would that mean “return to source”. I work in Marin County (we have 2 Equity Priority Communities - a few census tracts in Marin City and San Rafael), but people forget that we have underserved populations when they look at our median income or other factors. We also have a few neighboring counties that have small proportions of Equity Priority Communities (e.g., Napa, Solano), but also need transportation funding.
- Page 14: The memo lists one of the revenue options being explored as, “regional voter registration surcharge”, while the presentation (pg 31) mentions “vehicle registration surcharge”. Did you mean the latter? If not, I have a concern that a regional voter registration surcharge sounds like a poll tax which is illegal (24th amendment) and reverting back to Jim Crow laws and would make it harder to increase our citizens who vote in elections. If it's the latter, I am more comfortable with this, but would also want to understand the amount and what equity would look like.
- Page 15: The Draft Expenditure Priorities Under Construction uses “could” language when speaking to priority being given to Equity Priority Communities or services that primarily serve underserved demographic groups, while this is clearly stated as a Guiding Guiding Principle in the presentation (pg 24). It doesn't feel like a true guiding principle if the background documentation uses “could” language.
- Page 24: Can you give examples of how the expenditure plan can be adaptable?
- Page 27: Concern that road usage surcharges are regressive. Expensive for the working class and displaced people who can't afford to live where they work. In the bay area, Marin and San Mateo counties have the highest share of workers that reside outside of the county.

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## Responses

**From:** John Myers <[jmyers@bayareametro.gov](mailto:jmyers@bayareametro.gov)>

**Sent:** Thursday, November 30, 2023 11:29 AM

**To:** Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>

**Cc:** Kathleen Kane <[kkane@bayareametro.gov](mailto:kkane@bayareametro.gov)>; Ron Ceguera <[RCeguera@bayareametro.gov](mailto:RCeguera@bayareametro.gov)>; Kÿ-Nam Miller <[kmiller@bayareametro.gov](mailto:kmiller@bayareametro.gov)>; Leslie Lara-Enríquez <[llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov)>

Hi Martha,

Thanks for the question. You are welcome to forward this email to Member Benitez.

Based on my quick research, **as long as Member Benitez properly recuses herself from any discussions and decisions affecting Canal Alliance, Canal Alliance may still participate in Plan Bay Area 2050+**. Because Canal Alliance is a bona fide 501(c)(3) nonprofit and Member Benitez is a salaried employee, this qualifies as a remote interest under Gov. Code 1090 and 1091. Additionally, Canal Alliance is also a source of income to Member Benitez under the Political Reform Act. **The remedy for both of these potential conflicts is proper recusal by Member Benitez, which would allow Canal Alliance to continue to participate in the program and receive funding despite her employment.**

“Properly” recusing herself requires the following specific steps:

1. **Member Benitez cannot make, participate in making, or influence any discussions or decisions of the PAC that would affect Canal Alliance.** This includes not only participating in evaluating Canal Alliance’s application for participation or funding through Plan Bay Area 2050+, but also discussions that don’t directly involve Canal Alliance but could affect it, such as discussions about eligibility criteria. Member Benitez cannot participate in discussions even if the item is discussion only with no action involved. Member Benitez also cannot influence the decisions, meaning that she cannot even speak in public comment in support of Canal Alliance as a member of the public or write emails/letters supporting Canal Alliance. I realize that her job title with Canal Alliance is Sr. Manager of Advocacy and Engagement and so her normal job might usually involve her doing this kind of work, but that does not negate the conflict rules. Someone else from Canal Alliance may certainly speak in favor of Canal Alliance or write letters, but she cannot.
2. **At any meeting where there is an item affecting Canal Alliance, Member Benitez must announce the need to recuse herself, briefly explain why, and then actually leave the room or Zoom meeting.** She can return when the item is over. Please note that if her absence leaves less than a quorum of members, then that item must be tabled to a future meeting when enough members are present. Here is a little script that Member Benitez can read before recusing herself: “I am recusing myself from item number [insert number] due to my employment with Canal Alliance, a nonprofit organization, which is seeking to participate in Plan Bay Area 2050+.”
3. These rules also apply to discussions outside of normal council meetings. **Member Benitez cannot discuss issues affecting Canal Alliance with other members of the PAC even if the discussion occurs outside of a regular meeting** (e.g., at another event, or even in line at the grocery store).

Both Gov. Code 1090 and the Political Reform Act are extremely strict about following the above rules. Failing to follow them would mean nullification of any action taken that affects Canal Alliance (meaning if they are awarded funding improperly, that funding would be taken away), and even potentially personal liability for Member Benitez. If Member Benitez has any concerns or questions about these rules, please feel free to contact me any time, and I would be happy to help.

Thanks a lot!

John Myers (he/him)  
Associate General Counsel

O: (415) 778-6729

**From:** Leslie Lara-Enríquez [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov)

**Sent:** Wednesday, December 6, 2023 9:55 AM

**To:** Martha Silver [MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov); Chirag Rabari [crabari@bayareametro.gov](mailto:crabari@bayareametro.gov)

**Subject:** RE: RESPONSE REQUIRED: Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)

Hi Martha,  
See below.  
Leslie

MTC staff met with Canal Alliance Director of Policy and Civic Engagement Aaron Burnett in July to discuss partnering with Canal Alliance on Plan Bay Area 2050+ engagement last summer. Unfortunately, Canal Alliance did not have capacity to partner with us for Round 1 or engagement; however, Aaron did note that we'd be able to partner with them for Round 2 and that they would be able to weave Plan Bay Area 2050+ into their engagement strategies in 2024. Early next year we'll be reaching out to Canal Alliance staff again to coordinate and plan out the engagement activities that best suit the Canal community.

Also, it's also important to note that outreach to community college students is a high priority for the Council and that is why various community college campuses were selected for Round 1 of engagement. Please feel free to contact me directly at [llara-enriquez@bayareametro.gov](mailto:llara-enriquez@bayareametro.gov) if there are any additional questions.

**From:** [Martha Silver](#)  
**To:** [Martha Silver](#)  
**Subject:** RE: RESPONSE REQUIRED (ASAP): Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)  
**Date:** Monday, December 11, 2023 2:56:17 PM

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**From:** Gabriel Borden  
**Sent:** Monday, November 27, 2023 4:15 PM  
**To:** Martha Silver <[MSilver@bayareametro.gov](mailto:MSilver@bayareametro.gov)>  
**Cc:** Ky-Nam Miller <[kmiller@bayareametro.gov](mailto:kmiller@bayareametro.gov)>  
**Subject:** Re: Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)

**\*External Email\***

Hi Martha & Ky-Nam,

Please see my comments below:

Item 3a

- Expenditure Priority Categories: Within each category, in addition to equity and climate being prioritized, can Staff also consider prioritizing projects based on cost effectiveness, neglectedness (areas where there is high impact yet typically underfunded), efficiency (tying to as many PBA(+) goals and locality goals as possible), and ability for localities to provide match/leveraging funds?
  - - If we must go with a more regressive tax scheme, such as a Sales Tax, for the revenue measure, then prioritizing Equity Priority Communities could be a way to mitigate the regressiveness of the tax. If that is the case, that could be noted in rebuttals to the revenue measure naysayers.
    - Will a guiding principle be for funds to be geologically distributed an equal or representative manner?
    - If priority will be given to GHG reducing or neutral projects, then GHG reducing should be prioritized over GHG neutral.
- "Whether the regional measure should aim to fully close this gap is a key policy question that will need to be explored by MTC, Bay Area legislators, operators and other stakeholders over the coming months." Policy research/polling should conduct sensitivity analysis with voters to determine if voters care, in any significant way, whether the revenue measure fully or partially closes the gap.
- "Staff are recommending the new "Connectivity" funding category that could fund an array of multimodal projects that advance Plan Bay Area 2050 and align with the proposed guiding principles" Is this not simply rebranding a 'priority project' category to a 'connectivity' category? It seems to me that priority projects could just as well end up in this category just as they would if there was a 'priority project' category.



- Construction activities are an eligible spending category for multiple expenditure priority categories. How is Staff ensuring that MTC is doing whatever it can within its power to contain future costs or to mandate that evidence-backed & data-driven efforts be made to reduce construction costs. It seems that unless MTC tries to do its part in addressing macroeconomic factors affecting construction, then costs will continue to skyrocket and less projects will actualize, as we've seen in housing, SJ BART extension, and high speed rail projects.
- "Another option some advocates have raised is for the enabling legislation to authorize, in addition to MTC placing a measure on the ballot, the option for the measure to be placed upon the ballot via a signature gathering initiative, which courts have held require a simple majority." Will Staff be reporting on the viability of this option and whether it is recommended?
- Potential Revenue Options: In order to come to a data-driven recommendation, I would recommend Staff furnish a history of Sales/Payroll/etc Tax increases for the Bay Area for the past 50 years. I think the polling data will also be informative, as well as the results of 2024 ballot measures. I am worried about tax fatigue among voters. A layman's perspective might conclude that a tax cut somewhere, or an accompanying dividend, may help so that voters feel like they're getting a win, rather than another hack at the wallet. With that said, if MTC can't make a tax cut or dividend happen, then the Staff Policy team may want to see what other local, regional, and federal ballot efforts there are that may ease financial burden, at least psychologically, on voters (ie; local/state UBI efforts, child tax credit, free healthcare/childcare/tuition, negative income tax, areas where there is bureaucratic bloat that needs cutting).
- Transit Transformation Expenditure Priority Category: Any efforts to improve transit safety should be backed by evidence and/or requested by transit users.
- Safe Streets:
  - When people say they want safe streets, they may also be referring to feeling unsafe due to individuals on the streets who may have mental health or substance abuse concerns. If that is the case, then none of the current eligible measures would assist with this. Staff should consider emergency response for mental health & substance abuse as an eligible expenditure, or street ambassadors who walk neighborhoods and provide resources to unsheltered individuals.
  - Another creative way of addressing safety on streets would be to make temporary housing via modular buildings/tiny homes on MTC or transit operator land an eligible expenditure category, maybe prioritizing housing individuals with a mental health or substance abuse condition.
  - Has MTC ever considered travelators (as you see at the airport, but on public outdoor sidewalks) as done in City's such as Bilbao, Spain (see example posted on Reddit [here](#))? This could be an eligible expenditure for areas that have a combination of gradient (incline/decline) sidewalks, housing facilities for seniors or individuals with disabilities, and commercial corridors.
  - "Priority could be given toward road improvements or street redesigns located within an Equity Priority Community, contingent upon a robust community engagement process to engage local residents." Does this have to be done by MTC, or can it piggyback on recent engagement already done by MTC or the locality?

- Climate Resilience: Pg. 17 of this section only refers to sea level rise and associated eligible expenditures, yet pg. 25 refers to wildfire, flood, and earthquake risk. Is this a discrepancy?
- Connectivity: Staff report refers to rail extensions, interchange modernizations, and new ferry terminals as eligible expenditures... couldn't those also be defined as items that sustain and/or expand transit service under the Transit Transformation category?
- Adaptability as a Guiding Principle: This seems necessary, but also seems vulnerable to attack from those opposed to the revenue measure because adaptability could be interpreted as 'slush-fund'y, for lack of a better phrase. Just something to be aware of.
- Pg.27, "Geographic Area of Tax: Authorize MTC to place on ballot within the nine counties or a subset (no fewer than five counties)." What is the thought behind it being a subset vs. all nine counties?

Item 3b

- Pg. 54, Bridge Tolls that are used for Operations are being tapped into to for the "Regional Contribution to Help Address [the operations funding] Gap". I'm not following. The bridge tolls are already being used to cover Operations, yet we're taking away bridge tolls to fill a Operations funding gap? Can you help explain how that is not contradictory? I must be missing something.

Thank you!

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## Response

**From:** Theresa Romell [TRomell@bayareametro.gov](mailto:TRomell@bayareametro.gov)

**Sent:** Thursday, December 7, 2023 3:49 PM

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**Subject:** RE: RESPONSE REQUIRED (ASAP): Packet Materials for the Cancelled November 2023 Policy Advisory Council Meetings (925)

Hi Martha,

Here's a response to the question pertaining to 3b:

There are bridge toll funds that would have been used for transit operations but since RM3 was under litigation, those funds were escrowed for several years, thereby creating a small pool of funds that can now be directed towards bus operators with funding shortfalls. They are not being taken away from anyone and no operator had budgeted for those funds.

Theresa